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AND

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BIRTH.

At Macao, on the 18th October, the wife of R. J. WHITE, I. M. Customs, Lappa, of a daughter.

MARRIAGES.

At H.B.M.'s Consulate-General, and afterwards at the Hol Trinity Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., on the 1th October, 1899, EDWARD W. MAITLAND to ETHEL MARY, daughter of Herbert WILCOCKSON.

On the 16th October, at St. John's Cathedral, Hongkong, by Rev. F. T. Johnson, COLIN BUCHANAN of Shanghai, to CATHERINE, youngest daughter of William MOWAT, of Newcastle-on-Tyne.

DEATHS.

At Pei-tai-ho, Miss HODGSON, on September 20th, Miss FIELD, on October 2nd, 1899, Maids in the service of LADY MACDONALD and Miss ARMSTRONG. Much regretted.

On the 12th October, 1899, at No. 2, St. Francis Street, Hongkong, the wife of J. T. COTTON, Inspector of Markets, of a son.

ARRIVALS OF MAIL.

The English mail of the 15th September arrived, per P. & O. steamer *Chusan*, on the 13th October (28 days); and the German mail of the 18th September arrived, per N. D. L. steamer *Bayern*, on the 17th October (29 days).

EPITOME OF THE WEEK.

Sir Charles Mitchell's term of office as Governor of the Straits Settlements has been extended for a year.

Mr. Pritchard Morgan, M.P., arrived by the N. D. L. steamer *Bayern* on Tuesday and went on by her to Shanghai.

H.D.M.'s cruiser *Valkyrien*, under the command of H.R.H. Prince Waldemar of Denmark, left Copenhagen on the 5th October for the Far East.

News has been received during the past week of the death of Dr. Ayres, formerly Colonial Surgeon of Hongkong, who retired on pension two years ago.

Marshal Su passed through Hongkong a few days ago on his way to Kwangchowwan as the Chinese Commissioner for the delimitation of the area leased to France.

The steamer *Argyll*, which stranded at Kobe during a recent typhoon, did not sustain much damage by the accident. She was docked at Shanghai, but was expected to be out again in two and a half days. Only one plate had to be removed.

The following notification appears in the *London Gazette*:—Brevet-Colonel A. R. F. Dorward, D.S.O., from Lieut.-Colonel half-pay Royal Engineers, to be a Colonel on the Staff for Royal Engineers, to command the troops at Weihaiwei, and to have the substantive rank of Colonel in the Army.

The authorities of the Kiangnan Arsenal have decided to extend the manufacture of steel, which has been successfully carried out in the Arsenal for some time past. For this purpose a number of buildings are being erected adjoining the steel factory and a number of additional workmen will be engaged.—*Mercury*.

The Imperial Railway line from Loukowchia to Paoting-fu, some 80 miles in length, constructed by Mr. Kinder, was handed over to Belgian Syndicate on September, 30th and the following morning the foreign staff left Liu-li-ho by the first train amid an ovation of fireworks.—*Peking and Tientsin Times*.

We have received from the Colonial Secretary a copy of the following telegram received from Shanghai by Mr. Brennan, Acting Commissioner of Customs, Kowloon:—"Quarantine against Canton, Hongkong, Macao removed. Importation of rags, old papers, earth, mould, and coffins prohibited. Inform shipping."

The *Taiwan Nichi Nichi Shinpo*, referring to the appeal of the Amoy merchants against the discriminating duties levied on Formosan teas, says the appeal has ended "in smoke," but it is a little premature in saying so, for the fact is the British Minister has referred same to the Home Government for instructions.—*The Formosan*.

The German steamer *Heidelberg*, which left Singapore on the 2nd inst., arrived on the 13th, having occupied eleven days on the voyage. The delay was caused by the heavy weather and an accident that occurred to the steering gear on the 8th. The vessel was repeatedly swept by the waves and sustained some damage to her deck fittings.

We regret to learn the H.E. Ed. Galhardo, Governor of Macao, has been unwell for the past two weeks, probably the result of fever contracted while serving in Africa. He intends to remove with his family to Colawan, where quarters have been prepared in the Barracks. We understand that His Excellency's health is now somewhat improved, and hope soon to hear of his complete recovery.

The *Foochow Echo* of the 14th October says—Mr. Consul Gracey left on Tuesday last per *Haitan*. We wish him a pleasant visit to his native country, whither he has gone on short leave, and promise him a warm welcome on his return. During his absence Mr. Vice-Consul Wilbur T. Gracey takes charge of the U.S. Consulate.

The *Hupao* reports that a prominent Censor has denounced Liu, the chief envoy of the Empress Dowager to the Mikado, as a traitor to the Manchu dynasty, on the ground that, while in Japan, Liu was in most intimate relations with the so-called Arch-rebel Sun Yat-sen. If the Empress Dowager be influenced by these denunciations, says the same paper, the outlook for Liu will be serious and banishment would be the lightest penalty.—*N. C. Daily News*.

It is said that the Siamese Government have decided to lay telegraph wires from Singora to Kedah—that is across the Malay Peninsula—to connect with the wires at Penang. The Straits Government has consented to the junction. This will give direct communication between the Straits and Bangkok. At present, messages from Singapore to Bangkok have to pass through Saigon. Under this new scheme, it will be possible to wire direct from Singapore to Bangkok.—*Straits Times*.

We are informed that serious robberies of cocoons have been made in the last week or two from Silk Filatures in the Suntak district, but that in one case where the stock of cocoons was very large, a band of some 50 to 60 robbers was beaten off with considerable loss. There is no question that these bands are becoming bolder with the immunity from consequences which they have hitherto enjoyed. When any force is sent against them, they get due notice, and shift their quarters, to ply their trade elsewhere.

The following incident reported by the native press affords another illustration of the lawlessness existing in the Kangtung province. On the night of 7th inst., between eleven and twelve o'clock, a gang of about a hundred and forty robbers made an attack upon a large pawnshop in a market town of the Sunui district, being armed with swords and revolvers. Some resistance was offered, but the robbers effected their purpose, broke open the shop, and carried away money and goods to the value of over \$10,000. Several persons were killed.

The *Manila Times* of the 11th October says:—H.M.S. *Peacock* arrived again at Manila last Monday after a month's cruise through the islands. The gunboat left on September 9th and returned October 9th, visiting on the voyage Gubat, Tabaco, Legaspi, La Granga, Kalbayog, Katbalogan, and Karragarra in their order, stopping over one night at each port. From Karragarra they steamed to Cebu, arriving September 23rd, and after a four days' visit left again on Sept. 27, for another trip around the islands in which the same ports were touched at, but in slightly different order. At Katbalogan, a captain, lieutenant and several artillery and bandsmen of the insurgent army visited the ship as a boarding party to satisfy themselves of her identity and friendly mission. They were courteously received, but no undue hospitality shown them and the visit was not repeated. The ship's company report everything quiet at all points where they touched, and experienced beautiful weather throughout.

THE ESTIMATES.*(Daily Press, 19th October.)*

The Estimates for the year 1900 would be eminently satisfactory but for two facts in connection therewith. First and foremost there is the circumstance that the Military Contribution is levied on the whole revenue. When it was raised to £40,000 the colony protested very strongly against the increase, which amounted to one hundred per cent., the original amount having been £20,000, but as it had been decided to practically double the Garrison, the War Office insisted on some increase in the annual contribution made towards its maintenance by the colony. There are some who think it would have been well if the colony had acquiesced in the rather big and sudden jump to £40,000, holding that the compromise effected has proved even more detrimental in its incidence than the first increase would have been. By that compromise the contribution was fixed at 17½ per cent. of the gross revenue, excluding the receipts from land sales. The amount payable on the estimated revenue for 1900 will be \$538,208 or, roughly, £53,000. Those who object to the percentage arrangement overlook the probability, nay, the certainty, that had the contribution been fixed at some arbitrary figure, the amount would from time to time have been arbitrarily increased, as happened before, and the colony would consequently have been constantly exposed to unexpected demands, with the resulting friction, which would have operated as a perpetual open sore. The percentage arrangement is free from these objections, and whether the revenue be large or small the colony knows exactly what proportion will have to be set aside for military contribution. But in addition to the military contribution proper the colony is called on for contributions towards "Barrack Services" and "Defence Works," both uncertain quantities. The chief objection to the military contribution as it stands, however—and a very important one—is that it is levied on the municipal as well as the general revenue. The Straits Settlements succeeded in getting their municipal revenue exempted from this charge, in fact there was never any attempt to include it, but we have been less fortunate, the fact of the municipal revenue in this colony being merged in the general revenue not having been pointed out by Sir WILLIAM ROBINSON until after the decision had been arrived at by the committee representing the War Office, the Treasury, and the Colonial Office, and when it was at length pointed out the home Authorities simply declined to re-open the question, on the ground of the great difficulty that had been experienced in bringing the different departments into line on the subject. Whether it would be possible to get the question re-opened now is a matter for consideration.

The second fact which appears to us a big blow in the Estimates is that the estimated expenditure in connection with the New Territory is taken entirely from the ordinary revenue of the colony. The amount estimated for the present year is \$346,629, and, although the amount for next year cannot be ascertained from the Estimates, owing to the expenditure on that part of the colony not being kept distinct, it will certainly not be less than in 1899. We are not disposed to quarrel so much with the amount; a large outlay has been necessitated for policing and opening up the country. But this sum ought not to be chargeable against the colony's ordinary revenue; it should be met by a loan repayable out of the re-

venues of the Territory, as these become developed, and the capital could be repaid out of the sale of land. This would be a fair and equitable arrangement and would inflict hardship on none. The proposal to cast the whole financial burden of an extensive territory, acquired quite as much in Imperial as in colonial interests, upon the comparatively small and uncertain income of Hongkong is unfair and impolitic. It is unfair because the present residents of Hongkong will not derive much benefit from the new territorial acquisition, and it is impolitic because it cannot fail to retard the progress of the Colony. What better proof of this is required than the recent massacre of innocents—we refer to the wholesale withdrawal from the Estimates of numbers of greatly needed Public Works. How much longer is the Colony to put up with its inadequate Law Courts, its insalubrious and most inconvenient Post Office, that impediment to traffic the Clock Tower, and the present incommensurable and dirty Harbour office? Even such small matters as a shelter for chair coolies at Victoria Gap, required as a matter of common humanity, is deferred indefinitely because the Government cannot provide the four or five thousand dollars required for its erection. It is true the Law Courts are on the Estimates, but is anyone sanguine enough to believe they will be commenced in the coming year? There are other works badly needed also, some of which would prove remunerative, but everywhere the Government are confronted with the same difficulty—want of funds. This would not exist if only the first development of the New Territory could be provided for out of a loan. If His Excellency Sir HENRY BLAKE could induce the Colonial Office to consent to a small silver loan being contracted he would earn the thanks of the entire colony.

While on this question, we should like to know what steps have been taken or are being taken to raise revenue in the New Territory. It is no doubt good policy to avoid taxing the natives of this extension more than is necessary, but it is ridiculous to suppose that they escaped taxation when under Chinese rule. Although the land tax is estimated to yield \$100,000 per annum, when is it to be collected? So far as we are aware, at present the only source of revenue discovered has been the granite quarries opposite Shaukwan, which now pay a royalty of three hundred dollars per month to the Government. Of course it is useless to expect to get anything appreciable out of opium or from stamp duties. Something should, however, be obtained from licences; and, in order to make the people contribute towards the maintenance of police for their protection and for roads for the development of trade and the transport of produce, a house tax of some kind should be levied. It need not be heavy, but the people should not be allowed to go free from all taxation. It must not be forgotten that in entering this British colony the Chinese inhabitants of the territory secure various advantages, not the least being a great increase in the value of their landed property, free access to the Hongkong markets, and the opportunity of securing remunerative employment on public works. When the extension has been accurately surveyed, the Government will be able to ascertain what extent of country can be treated as Crown Land, and this will form a valuable asset, which may be greatly enhanced if prudently handled. One means of improving it might be readily and inexpensively provided by tree plant-

ing on a large scale. The annual thinnings from the young forests would yield quite a respectable addition to the revenue. The formation of salt pans, the breeding of cattle (for which the hill slopes afford good pasture), and the establishment of mulberry and cotton plantations might also be considered. No doubt various other means for opening up new industries or of developing some now in a nebulous condition would be mooted if once a start could be made. But efforts should assuredly be put forth to make the Territory self-supporting instead of proving a drain and dead-weight on the Colony, and the utmost encouragement should be afforded to any persons desirous of establishing industries.

THE NEW SANITARY BILL.*(Daily Press, 16th October.)*

The new Sanitary Bill has been a long time in incubation, and has undergone revision after revision at the hands of the departmental authorities. In its final form, as read a first time at the last meeting of the Legislative Council, it will, we think, meet with general approval. As stated in the "objects and reasons" attached to the Bill, hitherto the difficulty in the way of the Health Authorities has been that the beneficial sanitary provisions of recent Health Ordinances have had no retrospective effect, but have only applied to buildings erected since the passing of such Ordinances. The present Bill to some extent removes that difficulty, and existing houses will have to be brought into conformity with the conditions now laid down. Houses already existing which are not provided with a backyard of at least 50 square feet are required to have an open space between the principal room or rooms and the main wall at the back, such space to extend over one half of the entire width of the house. Thus all back to back houses will be provided with an air shaft. Formerly the majority of such houses had no provision for the circulation of air at the back. Of late years landlords have in a considerable number of cases voluntarily complied with the suggestions of the Sanitary Board and sacrificed a portion of the kitchen to make an air shaft. In most of these cases the space provided will, we believe, comply with the requirements of the present Bill, and in cases where such space may fall short of the standard by only an insignificant amount and where it would be a hardship to call upon the owner of the property to again undertake structural alterations, the Governor-in-Council will no doubt exercise the power given him to modify the requirements of the Ordinance. This power is given more particularly, however, with reference to the peculiar construction of certain back-to-back houses the floors of which overlap one another and render the provision of an open space in the rear practically impossible. An example of such houses is to be found in those fronting on the one side on Bonham Strand and on the other side on Queen's Road, the ground floor on the Queen's Road side being the first floor on the Bonham Strand side. Property of this description cannot be dealt with strictly on the principles applicable to houses built on a level site and must therefore be subjected to special treatment. In such cases, where the provision of open spaces according to the terms of the Ordinance is waived by the Government, it is to be presumed that compensatory conditions will be imposed in order to ensure that on the whole the houses shall not fall below

the standard required in other domestic buildings, although their arrangement may vary in matters of detail.

Clause 8 embodies the recommendations of the Sanitary Board with respect to open spaces at the rear of buildings erected after the passing of the Bill. Houses 40 feet in depth are required to have an open space of 8 square feet for each foot of width, that is to say, a house 15 feet in width and 40 feet in depth will have to have an open space of 120 square feet. The scale is a sliding one, houses exceeding 40 feet but not exceeding 50 feet in depth being required to have an open space of 10 square feet for each foot of width; exceeding 50 feet, but not exceeding 60 feet, 12 square feet; and houses exceeding 60 feet, 14 square feet. This scale is the same as in the Bill introduced last year but which was not proceeded with. It is also provided, as in the former Bill, that when the owners of a block of buildings agree to make a lane opening at either end upon a public street the width of the open space may be reduced according to a fixed scale, so that owners will sacrifice rather less space by jointly making a lane than by each owner providing his houses with separate yards. From a sanitary point of view lanes are preferable to yards, as they give a freer circulation of air.

Clause 6 of the Bill embodies the recommendations of the Sanitary Board with respect to the height of buildings erected on land acquired from the Crown after the passing of the Bill, and is more stringent in this respect than the provisions of section 12 of Ordinance 15 of 1894 as amended by Ordinance 21 of 1897. Section 12 of Ordinance 15 of 1894 provides in sub-section A that in streets under 14 feet in width houses shall not exceed 35 feet in height, and that where the street is 14 ft. in width but does not exceed 20 ft. buildings shall not exceed 46 ft. in height; and in sub-section B "all other cases" are provided for, including equally buildings on land acquired from the Crown after the passing of the Ordinance and buildings in streets thereafter made on land already privately owned. The scale provided in the last named sub-section was as follows:—Width of street 15 ft., height of building 25 ft.; street 20 ft., height of building 40 ft.; street 25 ft., height of building 45 ft.; street 30 ft., height of building 52 ft.; street 35 ft., height of building 65 ft.; street 40 ft., height of building 76 ft., the last named figure being the maximum height allowed without special permission of the Sanitary Board. These provisions of the old Ordinance are made more stringent by the new Bill to the extent that on land acquired from the Crown after the passing of the Ordinance no building shall exceed in height one and a half times the width of the street. Being confined to land hereafter acquired from the Crown this provision will have practically no effect in reducing the height of buildings and so diminishing surface crowding in already occupied areas, unless in cases where the Government resumes and subsequently re-sells land.

The important question of cubicles, mezzanine floors, and cocklofts is dealt with in sections 4 and 5 of the Bill, and these are the provisions which will have the most immediate effect in reducing overcrowding. In streets under 15 feet in width no cubicles are to be allowed except on the top floor, and nowhere, no matter what the width of the street, are cubicles to be allowed on the ground floor without the permission of the Sanitary Board. Other minor provisions refer to the window area and to the means to be adopted

of secure the free circulation of the air. These provisions if strictly enforced will materially improve the condition of the numerous tenement houses of the colony. They will also, we imagine, materially increase the rents, for with a diminution of the number of cubicles the demand will be correspondingly increased. From a pecuniary point of view, therefore, the new law will prove a hardship to the tenants, however beneficial it may be from a sanitary point of view. Rents in Hongkong are already inordinately high, and this aspect of the question should receive the serious attention of the Government. The remedy is to encourage the population to spread outwards to the suburbs, and for this easy and cheap communication by tramway and ferry are necessary. We have heard it suggested that the coolie class could not afford to pay tram fares, which may be the case, but the classes slightly above the coolie class in the social scale would no doubt patronise the suburbs if these were rendered accessible, as the corresponding classes do in European cities, and the houses they vacated would become available for the accommodation of those who either for pecuniary or other considerations have to live in proximity to their work. The thing of first importance is to get the city into a thoroughly sanitary condition, but concurrently with the measures taken for that purpose other measures should be taken to reduce as far as possible the inevitable hardship to the pockets of the community, and especially those of the labouring classes.

OVERCROWDING AND THE REMOVAL OF BROTHELS.

(Daily Press, 17th October.)

The increased demand for house accommodation amongst the Chinese, which is likely to follow the enforcement of the provisions of the new Sanitary Bill, will be met to some extent by the intended removal of houses of ill fame from the more congested parts of the town. There are said to be over four hundred houses with one or of their more floors occupied as brothels. When these floors become available for occupation by respectable Chinese families they will afford considerable temporary relief from the scarcity of accommodation that the proposed limitation of the number of cubicles will inevitably bring about. The relief will be short-lived, however, for with the increasing population all vacant floors will rapidly fill up and the supply will again fall short of the demand. Advisable as the removal of houses of ill fame from the centre of the town may be on general grounds, the effect the measure will have on the overcrowding problem is, we think, rather overrated. It is in the direction of facilitating and encouraging residence in the suburbs that the chief remedy for overcrowding is to be found.

THE NEW POST OFFICE.

(Daily Press, 20th October.)

The suggestion of the Hon. T. H. WHITEHEAD, made in a letter to the Chamber of Commerce and published in another column, that a general meeting of the members of the Chamber should be called to pronounce an opinion on the best site for the new Post Office, should commend itself to the Committee of that body. The Government would no doubt welcome such an expression of opinion. When the subject was debated in the Legislative Council last year the then Acting Governor, General BLACK, said:—"The Government has been most anxious to know the real wish of the colony on this

subject, because it does not affect us one way or the other, but it affects the colony for all time, or at least for the next sixty or seventy years." The Government is no doubt still animated by the same desire. Mr. WHITEHEAD in his letter makes out a strong case, on financial grounds, for placing the new Post Office on the Praya Reclamation site. The Hon. Director of Public Works has also made out a strong case, on financial grounds, in favour of the present site. The ordinary individual, unversed in the intricacies of land values and the extent to which different lots of ground can be utilised for building purposes, may possibly get out of his depth in trying to follow these financial arguments closely. But in determining a question which, as General BLACK said, will affect the colony for all time, or at least for the next sixty or seventy years, it is not niceties of finance that should be given the place of chief consideration. So long as neither of the schemes is beyond the reasonable resources of the colony it seems to us that the better of the two ought to be selected, even though it be the more expensive. The new Post Office ought not only to be central and easily accessible, but it ought to be a building that will do credit to the colony and in which the community can take a legitimate pride. Both the sites proposed possess strong recommendations and have strong partisans; so strong in fact does feeling run on the subject that considerable acrimony was imported into the previous discussion and imputations of interested motives were exchanged between some of the members of the Legislative Council. Taking the unofficial members, we had on the one side Mr. CHATER and Mr. WHITEHEAD, and on the other Mr. BELLIOS, Mr. BELL-IRVING, Dr. Ho Kai, and Mr. WET YUK. Assuming that Mr. KESWICK shares the views of Mr. BELL-IRVING, whom he has replaced on the Council, the division will presumably remain the same to-day. As was remarked in an article on the subject last year, while we do not believe that any one of these gentlemen would consciously allow his judgment to be influenced by his individual interests the fact may be taken note of for what it is worth that Mr. WHITEHEAD is the only one who is uninterested in property. If it be granted that some of the remainder would benefit by the removal of the Post Office it must also be granted that others would equally benefit by its retention on the present site. Such being the position as regards the recognised representatives of the public in the Legislative Council it would be an advantage to have an expression of opinion from such a body as the Chamber of Commerce.

THE LU-HAN RAILWAY AND BRITISH INTERESTS.

(Daily Press, 18th October.)

In yesterday's issue we reproduced from the *Peking and Tientsin Times* an item which must have produced a rather disagreeable effect on the mind of the British reader. The statement was to the effect that the Imperial railway line from Lukow to Paoting, some eighty miles in length, constructed by Mr. KINDER, was handed over to the Belgian Syndicate on 30th September, and the following morning the foreign staff (by which we understand the British staff) left by the first train. The Paoting line is to form a section of the Peking and Hankow Railway. The trunk line was classed in the blue book as one of the projected undertakings that

did not promise to prove remunerative, but seeing that it is to be constructed, and is in fact being actively proceeded with, we cannot but regret that it is not in the hands and under the control of British concessionaires. The political influence which the control of railways gives cannot be ignored. Not long since a very jubilant article appeared in the *Echo de Chine*, contributed by a traveller (probably a French missionary) on the Paoing line, in which the writer told how all the English speaking Chinese employes were abandoning their further study of English and making anxious enquiries as to the best way of setting about acquiring a knowledge of the French language. It may be that the Belgian engineers will find it more to their interest to learn English than to wait until the Chinese railway employes with whom they have to deal have learnt French. English is destined to become more and more the principal language of foreign commercial intercourse with China, and it will no doubt pass current on the Lu-Han Railway as well as elsewhere, but the fact of the line being under the control of the Belgians, if it does not prevent the spread of the English language and English ideas, will to some extent check it. Then, although it has been denied that the Belgian Syndicate is under French and Russian control, there can be no doubt that it enjoys the active sympathy of France and Russia and cordially reciprocates the same. Sympathy in that case means influence and the influence will not be exerted in favour of British interests. Yet the Lu-Han Railway is the line by which the British sphere of influence in the Yangtze Valley is to be placed in communication with Peking. Ultimately there will no doubt be another line, namely, from Tientsin to Chinkiang, but there are as yet no signs of the latter being commenced, whereas the Lu-Han line is actually under construction. Moreover, the Tientsin-Chinkiang line will not be under exclusively British control, but for a part of its length will be a German line. There is no doubt wisdom in the saying that it is no use crying over spilt milk, but it is impossible to avoid a regret that the Lu-Han line was not secured for Great Britain. The political importance of the line would, we think, have justified a British guarantee if China's own guarantee was deemed insufficient. Unfortunately at the time the contract was negotiated the idea of preserving the Yangtze Valley as a sphere of British influence had only partially matured and the Lu-Han Railway project was not taken so seriously by the British Government as it ought to have been.

THE FAILURE OF THE INLAND NAVIGATION RULES.

[Daily Press 17th October.]

In the light of recent correspondence respecting the failure of the Inland Navigation Rules on the West River the following telegram from the Marquess of SALISBURY to Sir CLAUDE MACDONALD dated 6th June last year possesses exceptional interest and importance:—"With reference to your telegram of the 6th June, your action respecting internal navigation is approved. You should make it clearly understood that Her Majesty's Government will insist on satisfactory regulations being made, and that the concession, which was freely granted, shall not have its value impaired by the imposition of restrictions inconsistent therewith." Sir CLAUDE MACDONALD had re-

ported as follows:—"The Yamen have promulgated regulations for inland navigation, referred to in my telegram of the 29th May to your Lordship, without discussion, notwithstanding the assurances given to me that they should be discussed with me. As they now stand I consider these regulations unsatisfactory, and I have protested against them." Subsequently the regulations were discussed and amended and received the Minister's approval, but experience has shown that in practical working they reduce the concession to nothing. It rests with the British Government, therefore, to fulfil the declaration made by the Premier, to see that satisfactory regulations are made, and that the value of the concession shall not have its value impaired by the imposition of restrictions inconsistent therewith. Such restrictions have been imposed, the excuse put forward being the protection of the Provincial revenues. The excuse is invalid, for with free navigation of the inland waters and an honest collection of the Customs duties the legitimate revenue would show a large increase, which would more than make up for the abolition of irregular squeezes. Moreover, the foreign merchants have expressed their approval of a revision of the tariff on the condition, an eminently reasonable one, that the tariff shall be adhered to and the collection of duties be conducted honestly. There is no desire whatever to deprive China of her revenue, either Imperial or Provincial.

CABLE RATES.

[Daily Press, 19th October.]

The mercantile communities of the Far East are looking forward to the establishment of cable communication across the Pacific as a means of relief from the high rates prevailing over the existing lines. It would be a disappointment if it should turn out that the new cable was worked on no more liberal lines than the existing routes and tended to strengthen monopolistic rates instead of inducing healthy competition. Surprising as it may seem, there are indications that such might possibly be the case. The Australian colonies, it is said, have joined in the Pacific cable scheme rather on political grounds than with the object of securing low rates, and in calculating the probable revenue the present rates have been taken as the basis, which would undergo no reduction unless the traffic showed a fair margin or the competition of the Eastern Extension compelled such reduction. That Company has recently submitted to the Australian Governments a proposal that the Company should lay a cable from the Cape, via Durban, Rodriguez and Cocos Islands, and Perth, to Glenelg, near Adelaide, thus establishing, in conjunction with the cable now being laid to the Cape via St. Helena, an entirely new, all-British, and very direct means of cable communication between the mother country, South Africa, and Australia. The Company in return ask for no subsidy or guarantee, the only concession required being that they should have the right to have their own offices in Adelaide, Perth, and Melbourne for the collection and delivery of telegrams and to thus deal direct with the public. This is no more than is granted by the British Post Office as a matter of course to British or foreign Cable Companies whenever requested, but in Australia the whole of the traffic has to pass through the Post Offices of the respective colonies. As regards the tariff, the proposal provides for an immediate reduction to four shillings per word, which would come into force on the concession being granted and the

proposal being accepted by the Australian Governments, and would not be deferred until the new cable should be laid. In addition to this, provision is made for further reductions on a sliding scale as traffic may increase. Such reductions down to a certain limit would be annual, being based on the average of the receipts for the preceding three years maintaining a certain standard value. This standard would be the present guaranteed figure plus the estimated yearly expenses, etc., in connection with the new Cape-Glenelg cable. Thus if the Associated Companies' receipts from Australian traffic at the 4s. tariff in 1898, 1899, and 1900 average as much as the standard figure the tariff would be reduced in 1901 to 3s. 6d. In the same way, if the average of the 1899, 1900, and 1901 receipts comes up to the fixed standard, the tariff would be reduced in 1902 to 3s., and if all went well to 2s. 6d. in 1903. Should the average on any occasion fail to reach the standard figure the impending reduction would be deferred until the average for three consecutive years again reached the standard. This proposal holds good whether the Pacific cable be laid or not. There is, however, some difficulty about the concession required, namely, the right of direct dealing with the public at Perth, Adelaide, and Melbourne, but the only opposition to it is at Melbourne, where, although the public, the press, and the Chamber of Commerce are in favour of the proposal, the Postmaster General opposes it. This opposition, which it appears was formerly shared by the Postmaster of New South Wales, is said by the *Sydney Telegraph* to be based on "the extraordinary decision that if the proposals for a Cape cable be officially recognised there must be no undercutting of the rates via the Pacific, in other words, the long-standing complaint that the Eastern Extension Company's rates are too high is to be ignored and the tariff is to be kept up because the interested Governments wish to lay a strategic and money-making cable across the Pacific. This," adds our contemporary, "means that those who use the cable are expected to pay highly for the privilege of having a second cable when they might pay less and have increased facilities if the third cable were laid." The Melbourne Age, treating the matter from another point of view, reminds its readers that the British Government long since promised that the State cable should have no undue preference over the Cable Companies' lines, and that consequently there can be no objection to the Company being allowed to deal directly with their own customers in the same way as the Pacific cable will be able to do. There can be little doubt that the opposition such as it is will eventually be overcome and that the cable will be laid. When that is done the Australian colonies will be within measurable distance of reasonable telegraphic rates, independently of any relief that may rightly or wrongly be looked for from the Pacific cable. The cheapening of Australian rates only indirectly affects us in the Far East, but if those rates were reduced to 2s. 6d. the anomaly of charging 5s. 6d. per word for a message from London to Hongkong would become too glaring to be longer supported. The reduction of rates on one line paves the way for reductions on others, and from that point of view the proposal made by the Eastern Extension Company to the Australian colonies possesses some interest for this part of the world.

MR. KRUGER'S ULTIMATUM.*(Daily Press, 14th October).*

Astounding as Mr. KRUGER's ultimatum is in its insolence some such move was perhaps to be expected. Writing as long ago as the 23rd September the *Times of Ceylon* suggested that the course resolved upon by the Ministry—to meet a week from that time to consider proposals for a settlement to be drawn up in the meantime by Mr. CHAM. BERLAIN and those assisting him, without further consultation with the Transvaal—would doubtless be regarded on all sides as mainly devised to gain valuable time; and it asked, would the South African Republics, which now stood publicly pledged to an offensive and defensive alliance, consent to play a waiting game to their evident disadvantage? The article continued:—“A very probable move on the part of the Republics now, it seems to us, will be to jointly call upon Great Britain not to move any more troops towards the Cape Colony and Natal frontiers; and that, if she does not comply, to consider her action tantamount to a declaration of war. We cannot imagine them sitting still for a week or more, awaiting our pleasure and the completion of our preparations, unless they have special reasons, not described to the Eastern world by Reuter, for also wanting more time.” This forecast has been fulfilled, though not so soon as the Ceylon paper anticipated, for the ultimatum did not come until nearly three weeks after the date of the article. Apparently Mr. KRUGER, seeing the British forces being steadily strengthened, while he was unable to add to his own forces, has at last grown impatient and made the plunge. If he was resolved on fighting the longer he waited the worse his position would be. It is unlikely, however, that the Boer forces will actually assume the offensive, and equally unlikely is it that the British Government will be moved by the strong language of the ultimatum to commence operations before the military plans are complete and all the troops in readiness, though that, no doubt, was what Mr. KRUGER hoped would be the effect of the ultimatum. The intention of the British Government, we opine, is to place such an overwhelming force in the field as will at once bear down all opposition and save the useless sacrifice of life that would be entailed by a long continued struggle.

SUPREME COURT.

18th October.

CRIMINAL SESSIONS.BEFORE HIS HONOUR W. M. GOODMAN
(ACTING CHIEF JUSTICE).**THE ARMED ROBBERY AT KAT O BAY.**

Tang Lan, alias Tang Kwo Ki, alias Tang Fo Li Tsoi, was charged with (1) robbery and (2) larceny; he was also charged with rape; he was also charged with (1) robbery being armed and (2) larceny. The charge of robbery and larceny was taken first, prisoner pleading not guilty.

The jurors were Messrs. R. A. Collins, C. G. G. Stockhausen, T. P. Cochrané, J. D. Dauby, C. E. Thornert, W. T. Marlow, and G. A. G. Friesland.

The Hon. H. E. Pollock (Acting Attorney General), instructed by Mr. Bowley (Acting Crown Solicitor), appeared for the prosecution. He said prisoner in this case was charged upon two different counts. In the first count he was charged with robbery that was to say, with stealing some money from complainant, after putting complainant in bodily fear. In the second count prisoner was charged with

what was called simple larceny—that was to say, simply taking away complainant's property against his will. Complainant, Ho Fuk, would tell the jury that he was a fisherman living in his boat at Kat-O, which was a small island in the north-west corner of Mirs Bay, and was therefore within the jurisdiction of that court, being included in the convention which was signed last year. Complainant would tell them that he lived in this boat of his at Kat O, and besides him his wife and son and daughter lived in the boat, his son being seven years his daughter 11 years old. Complainant would tell them that he knew prisoner and had known him for between one and two years, and that on the 15th day of the 6th moon—that was to say July 22nd—prisoner went to complainant's boat about seven or eight o'clock in the evening. Prisoner told complainant he wanted \$2 from him, and that if he did not give it to him he would rob him. Complainant replied that he only belonged to a fishing boat, and how could he have \$2. Prisoner repeated that he would rob him if he did not get \$2. This threat seemed to have frightened complainant, who said he would take some clothing and pawn it, and get \$2, and hand it over to prisoner. Complainant went into the cabin and got two women's jackets and two men's jackets and a pair of trousers, and went with the clothing to a man called Ho Yeung Sau, also a fisherman at Kat O, and pawned the clothing for \$2, which he subsequently handed to prisoner. Prisoner was arrested by the police some considerable time afterwards—on the 3rd October.

The evidence given at the Magistracy was repeated.

The jury returned a unanimous verdict of guilty on both counts.

His Lordship postponed sentence.

Prisoner was then charged with rape, the same jury hearing this case as the last.

Mr. Pollock, in his statement to the jury, said the prosecution alleged that the offence was committed on August 21st on board a boat at Kat-O Bay.

The jury unanimously found prisoner guilty.

His Lordship said he would sentence prisoner in the morning. He presumed the third charge against prisoner would not be proceeded with.

Mr. Pollock—No, my Lord.

BEFORE HIS HONOUR MR. JUSTICE
WISE (PUISNE JUDGE).**THEFT OF FIRE CRACKERS.**

Tsang Fat and Chau Ngan Kai were charged with (1) obtaining money by false pretences; (2) larceny; (3) receiving certain goods by means of false pretences; (4) receiving stolen goods; (5) conspiracy; (6) larceny; (7) receiving stolen goods obtained by false pretences (8) receiving stolen goods; (9) conspiracy. They pleaded not guilty.

The jurors were Messrs E. Mauricio, E. Jose da Silva Loureiro, Murray Stewart, M. Von Obrensky, H. E. Mackenzie, M. d'Espirito Santo Pereira, and A. F. de Jesus Soares.

Mr. W. M. Slade (instructed by Mr. C. Ewens), who appeared for the prosecution, said the indictment seemed a rather complicated one when it was read over, but as a matter of fact the case was not a complicated one. Five hundred cases of fire crackers were sent down from Fatshan in Kwangtung province to Hongkong upon the order of a Mahomedan firm whose Chinese name was Wah Kee. These fire crackers came down in one of the regular junks which plied between Fatshan and Hongkong. When the junk arrived in Hongkong the junk-master sent his clerk with a letter which was given to him by the consignor of the fire-crackers addressed to the Wah Kee firm, Hongkong. The clerk took this letter to Gage Street, and on walking down the street saw the name Wah Kee over a door. He went upstairs and asked of the person who came to him, “Is this letter for you?” The reply was yes, and the clerk was also informed that the fire-crackers were for them. The following day a man came down to the junk and the fire-crackers were delivered over to him. In the meantime the Mahomedan firm began to make enquiries as to what had become of the fire-crackers. The police were communicated with, and they found the fire-crackers on board a small

junk at Canton. It then appeared that these fire crackers were shipped on behalf of the Wah Kee firm from Hongkong to Canton, and first prisoner went in charge of them. They were handed over to the police by the Chinese authorities and brought down to Hongkong. These fire-crackers were clearly the property of the person or persons who ordered them from the maker in Fatshan. He should call evidence to prove that prisoners were engaged in the Wah Kee Chinese shop.

The evidence for the prosecution was then given.

No witnesses were called for the defence.

Mr. Slade, in reply to His Lordship, said the indictment now stood that these men were charged with stealing 300 cases, or with receiving 300 cases knowing them to have been stolen, or receiving 300 cases knowing them to have been obtained by false pretences. He submitted that the case was quite clear. The Mahomedan firm ordered the goods, and the junk master delivered them to another Wah Kee firm—a Chinese Wah Kee firm—who had not ordered them and who did not own them, and the Chinese firm took advantage of the mistake which was made. They saw a chance of getting these goods for nothing and took possession of them. The fire crackers ordered by the Mahomedan firm were found in possession of prisoners, and it was for the latter to satisfactorily explain how they came in possession of them before they could be acquitted.

Mr. Melbourne, who appeared for the prisoners, said the jury had heard that there was a shop called the Wah Kee shop at 17, Gage Street. There was also a Mahomedan firm which used the name of the Wah Kee firm. These goods were sent down to Hongkong with a letter addressed to Wah Kee, there being nothing said about the firm being a Mahomedan firm. The goods were addressed to Wah Kee, nothing being said again about a Chinese firm. When the Wah Kee firm opened the letter they naturally concluded that the goods were meant to be sold on commission, and they sold them on commission.

The jury unanimously found prisoners guilty on counts six, seven, and eight.

His Lordship sentenced them each to two years' imprisonment with hard labour.

19th October.

BEFORE HIS HONOUR W. MEIGH GOOD-
MAN (ACTING CHIEF JUSTICE).**THE “TERROR OF KAT-O” SENTENCED.**

Tang Lan, alias Tang Kwo Ki, alias Tang Fo Li Tsoi, came up for sentence.

His Lordship said:—

Tang San, yesterday morning you were found guilty by the unanimous verdict of the jury of having, by terrorising a poor boatman at Kat-O-island at Mirs Bay in the waters of the Colony, robbed him of a sum of two dollars. The sum may seem small but it was not small to him, for he had to pawn his own and his wife's clothes to raise the money. That was on the 22nd of July of this year. Yesterday afternoon, you were, again, unanimously found guilty of committing a rape upon the young wife of another boatman, at the same place, in circumstances of peculiar atrocity. That was on the 21st August last. It seems you are a member of the Triad Society, a Society declared unlawful by Ordinance No. 8 of 1887, “as incompatible with the peace and good order of the Colony,” and membership of which is, in this Colony, punishable by fine and imprisonment. Boasting of belonging to that Society and with the aid of same companions and by the use of arms, you have succeeded in making yourself the terror of the island and of the boatmen frequenting it, till they were so intimidated by you and your threats that they had to pay you blackmail. When you took that in the shape of money it was bad enough, but not content with that, you proceeded to demand that a young and respectable married woman, the wife of a poor fisherman, should be handed over to you to satisfy your brutal lust. When the husband and wife refused, you and your two companions, two of you being armed, by force put the husband on shore and then, there being no one on board the boat to protect the poor girl, you proceeded to commit a rape upon her, and even repeated your iniquity after the return of the husband to the boat, who was so

frightened by you that he dared not to interfere. At that time there were no police near the place. Now police are stationed at Kat-O island, I trust this reign of terror will cease. For the robbery, the sentence upon you is that you be imprisoned with hard labour for the term of two years, and for the rape sentence is that you be imprisoned with hard labour for the additional and not concurrent, term of seven years. The sentence would have been even more severe had I not taken into account the, hitherto, semi-barbarous condition of your surroundings.

ANOTHER RUFFIAN FROM KAT-O BAY.

Wong I, alias Wong Kam Chuk, was charged with (1) robbery and (2) larceny. There was another charge of a similar character against him. On the first indictment being read over to him prisoner pleaded not guilty.

The jurors were Messrs. E. José da Silva Loureiro, M. Von Obrensky, J. C. Goodchild, J. D. Danby, Murray Stewart, T. P. Cochrane, and H. E. Mackenzie.

The Hon. H. E. Pollock (Acting Attorney General), instructed by Mr. Bowley (Acting Crown Solicitor), appeared for the prosecution. He said complainant, Ho Luk, would tell the jury that he was a fisherman living at Kat-O, which was a small island on the northwest corner of Mirs Bay, in the waters of this colony. He lived in the boat with his wife and two children. He knew prisoner. He first saw him eight or ten days before the commission of the offence. On the 20th day of the seventh moon—that was the 25th August—prisoner came on board complainant's boat at night time, somewhere about the first watch. He came by himself in a boat alongside complainant's boat. Prisoner said he wanted \$4 from complainant and that if complainant would not give it to him his property would be taken away. Complainant said to prisoner, "I cannot give you \$4; I can give you \$3." Prisoner said that that would do, and complainant paid prisoner the money. Complainant would tell them that that sum of \$3 represented a sum of money which he had saved by the sale of fish. Complainant would also tell them that prisoner at the time he demanded this money assumed a threatening attitude and demanded the money with threats. Complainant's story would be corroborated by his wife, who would be called as a witness. Another woman would also be called and Inspector Hanson. Mr. Hanson, who arrested prisoner, would tell them that on the boat on which he arrested prisoner he found a small wooden box which prisoner claimed as his property, and in that box were a pair of fighting irons, a dagger, and a sheath. This would not prove that prisoner committed this offence, but it would tend to show that he was a somewhat dangerous character. When brought into the charge-room prisoner made a statement, and in that statement he practically said complainant wanted to buy shrimps from him, and because he refused to sell him any he charged him with robbing him of \$3. That seemed rather an inadequate motive to suggest, but it was the motive suggested by prisoner for complainant bringing the charge.

The witnesses for the prosecution then gave evidence.

The jury found prisoner guilty.

Mr. Pollock—There is another case against this man.

His Lordship—I will reserve sentence until I have heard the other case.

Prisoner making no objection, the same jury heard the second case against him. He pleaded not guilty.

Mr. Pollock said prisoner was charged with stealing from complainant, Chung Ye Fat, the sum of \$2 on the 10th June at Kat-O Bay. Complainant would tell the jury he was a fisherman living at Kat-O Bay on board his boat with ten other persons. On the night of this robbery there happened to be a theatrical performance ashore, and when prisoner came aboard complainant's boat there was only complainant and his mother there, the others having gone ashore. Prisoner asked complainant for \$4, saying that if he did not give it to him he would beat him to death, and in consequence of this threat complainant promised to give him \$4. He had not \$4 just then, but he gave him \$2, and promised to give him the balance later on, which he did. Prisoner was arrested by Inspector Hanson. When

charged he made a statement to the effect that he had quarrelled with complainant, who had in consequence brought that charge against him.

The witnesses for the prosecution then gave evidence.

The jury returned a verdict of not guilty, not being satisfied as to the identity of the prisoner.

On the first charge His Lordship sentenced prisoner to two years' hard labour.

THE ARMED ROBBERY AT KOWLOON TONG.
Chak Kai, Wong Cheung, Chau Heung, and Tang Ming were charged with robbery at Kowloon Tong. They pleaded not guilty.

The jurors were Messrs. G. A. G. Friesland, C. G. G. Stockhausen A, F. de Jesus Soares, Tan Aizawa, P. H. Murray, V. da Cruz de Rozario, and C. Mauriceio.

The Hon. H. E. Pollock having stated the case to the jury the witnesses were called.

An old married woman named Wong Ham said she lived at Kowloon Tong, near Kowloon City. On the 25th September her husband was away, and she was living alone. At about half-past one in the early morning she was awakened by the barking of her dogs, one of which was in the street and the other two in the house. She saw four men outside her house, two of them carrying lighted candles. They beat her dog. She told them they had no business to beat her dogs; if they liked to steal they could steal. They then burst open her door and came up to the cockloft. She was standing on the landing of the cockloft. First and fourth prisoners carried lighted candles, the third had two knives, and the second had one knife. Directly they came into her house she called out "Thieves." Second prisoner cut off her girdle and seized her by the throat and said she had no business to call out thieves. She continued to call out "Thieves," and second prisoner asked "Where is your money?" She said she had no money and they could search. They then left the house. She followed them, calling out "Thieves," and first prisoner was stopped. She knew second and fourth prisoners, but had not seen first and third prisoners before. Prisoners were found guilty.

His Lordship informed prisoners through the interpreter that he saw no reason for inflicting a different sentence in their case than in the other cases of armed robbery. In this colony they would not have persons awakened by armed robbers at half-past one in the early morning and frightened out of their lives. The sentence of the court was that they be each imprisoned with hard labour for five years and each also receive 20 strokes with the birch during the first week of their imprisonment.

BEFORE HIS HONOUR MR. JUSTICE WISE (PUISNE JUDGE).

THE ATTEMPT TO BRIBE A SANITARY INSPECTOR.

Ho Kam, barber, who had been committed for trial for attempting to bribe Sanitary Inspector Mackenzie, pleaded guilty, and was sentenced to seven days' imprisonment.

THROWING CORROSIVE FLUID AT ABERDEEN.

Su Tang Ka was charged with (1) throwing corrosive fluid with intent to burn, and (2) throwing corrosive fluid with intent to do grievous bodily harm. He pleaded not guilty.

The jurors were Messrs. E. H. Ray, H. Haynes, M. d'Espirito Pereira, E. Arndt, H. S. Wynne, Ng Tak Shang, and E. V. M. R. de Souza.

Mr. Slade (instructed by Mr. Bowley, Acting Crown Solicitor) appeared for the prosecution.

The case for the prosecution was that complainant was a boat-woman living at Aberdeen and was acquainted with prisoner. On the 21st September, at about seven o'clock in the evening, prisoner came on board her boat, and asked to engage her boat for a run. She told him to wait, and he sat down in the stern and she in the bow. After this prisoner was about to land when she felt something burn her about the neck and lower part of the body. She immediately jumped into the water, and therefore did not see any thing. Jealousy seems to have been the cause of the crime. Mr. F. Browne, Government Analyst, gave evidence as to having examined the corroded portion of a blanket found in complainant's boat, and said he found evidence of

sulphuric acid or oil of vitriol. The acid must have been very strong and (not diluted or it would not have caused such injury. If acid of such strength fell on the face it would destroy the features; if it fell on the hand or face it would cause a nasty sore. Jumping into the water was the best thing the woman could have done.

Prisoner was found guilty and sentenced to 12 months' hard labour.

AFFAIRS IN THE PHILIPPINES.

[FROM OUR CORRESPONDENT.]

Manila, 4th October.

THE "DIAMANTE" SMUGGLING CASE.

For some days past the Hongkong steamer *Diamante* has been in serious trouble at Manila. Smuggling is charged against her, and on Wednesday afternoon Judge Hull, of the Superior Provost Court, rendered a verdict of guilty. The captain was fined \$2,500, the ship's owners must pay \$1,500, and two Filipinos will part with \$100 and \$75 respectively.

The trouble came about through the discovery of an attempt to land a lot of goods that were finally traced to the *Diamante*. During the search which followed the Customs officials brought to light a large amount of unmanifested goods, and apparently the ship was cleverly prepared for such work, being neatly fitted with false bottomed bunks and old hiding places in many parts. Among the seized goods were four sacks of copper coins, which are of considerable value, as this change is at a premium in Manila, and several thousand packages of cigarettes, besides a large quantity of opium and pipes, and various other odds and ends.

THE "ENDYMION" SHAKES UP MANILA.

THE BRITISH CONSUL REGISTERS A KICK

On Wednesday morning H.M.S. *Endymion* steamed out of Cavite harbour and proceeded down the bay in the direction of Corregidor Island. All went well until about eleven o'clock, when the city was roused by tremendous reports of rapid and heavy gun firing such as could only come from a severe bombardment. Manila is rather accustomed to the sound of big guns at close range; but never since the day of the outbreak of the insurrection last February had such lively firing been heard. Windows rattled, doors jarred, and though it was the noon hour, when the city is noisiest, people stopped to ask the meaning of the booming. Manila is essentially a city of rumours and in very short order a story spread up the Escalita to the effect that the *Endymion* had passed Corregidor just in time to discover a mob of insurgents sneaking over from the mainland to attack the small garrison of the hospital station. There were said to have been thirty odd bancas and canoes holding about 600 men. According to this story the *Endymion*, seeing the critical state of affairs and realizing that the hospital was the object of attack, opened up with her main and smaller batteries and promptly blew the insurgents to kingdom come. No sooner had everybody swallowed this than another rumour flew around the place, having the cruiser attacked by a smooth bore cannon and riflemen while steaming in near the beach. The newspapers got hold of the reports and printed them in the morning editions with some elaborations, while the foreign correspondents spent hours in digging out the facts, which failed to materialize however. One energetic representative of an American news agency banged away on the door of the British Consulate late in the evening until the venerable Consul received him attired in his pyjamas. But little time was lost in questioning. The Consul knew nothing about the *Endymion*, and in addition he did not propose to be routed out during the night by curious correspondents. In the morning the Consul called on Captain Green, the Press Censor, and made a very just kick, saying that he would refer all news gath-ers to the Censor in the future. Captain Green agreed to this upon the condition that the Consul would give him the news, and so a jolly bargain was concluded.

The *Endymion* "boom-boom" turned out to be the regular target practice in which the heavy guns were used.

THE VISITS OF INSURGENT COMMISSIONERS.

Manila, 11th October.

The last visit of the Filipinos with Commissioner Alejandrino at their head has been condemned by many of those in authority, as well as the public at large, as one of the poorest of moves that the Americans have made. Its benefit to the insurgents is far-reaching and apparently so quickly realized that the town has been set gossiping. It seems as though any sort of commission has but to manoeuvre so as to safely reach an American outpost, and in a short time there will be a Major-General and a couple of Brigadiers to welcome them and furnish them with a suitable escort and train to take them to Manila, where they put up at the best hotel and spend two or three pleasant days in visiting their families and sympathizers, and incidentally pay a visit to General Otis to offer the respects of President Aguinaldo; but as no recognition can be taken of the insurgent leader in that capacity the polite offerings are overlooked.

Since the outbreak many insurgent officers have come through the American lines calling themselves commissioners representing Aguinaldo—the Pilars, Mariano Trias, and others—but never, so far as any visible or even rumoured result is concerned, have they had anything tangible to offer, or any reasonable excuse for asking the conference. Though masked under various deceptive propositions the game has always been the same, namely, to obtain recognition in some form as representatives of a republic or government. They have come from Aguinaldo, President of the Filipino Republic, and have been told that he could be looked upon in no other light than as the leader of certain armed forces in rebellion against the authority of the United States. A few days elapse and back comes another commission on a similar mission with the same propositions in somewhat different guise. With one or two exceptions these commissions have been made up of different men, so that we have had a large variety of visitors. Possibly applications for a week's leave are granted with the option of visiting Manila and applying to the Adjutant General for an extension of time, while the travel enjoined may be considered necessary for the public good.

These numerous experiences have taught those who wish to know, what can be expected in the future, and looking from an unprejudiced standpoint, it is difficult to see the reason or the wisdom in permitting repetitions of such visits. Aside from the buoyant impetus given to Aguinaldo's cause by the appearance of his gaily dressed officers on Manila's streets, the standing of American officers is not at all raised in running about after insurgent committees. Most important negotiations have been carried on in other wars on neutral ground, or at least in the vicinity of the frontier, and opinions are freely expressed that such a course might be followed to advantage, thus doing away with the theatrical visits to the capital city. Otis himself says that the propositions made to him are of practically no value and that in spite of the first and final refusal, harping has continued on the same string.

The entrance of Alejandrino and his aids with the liberated Americans was perhaps the most reasonable of the visits—it certainly was productive of the most valuable results for the Filipinos. Demonstrations were made all over the city and especially in the square fronting the Hotel Oriente, where a great crowd of admiring natives collected to salute and cheer their General's representatives. Again, when Alejandrino was leaving on the train for Angeles, the depot and water front were crowded with his countrymen and their faces betrayed more than mere curiosity. Alejandrino can return to Tarlac and truthfully report to Aguinaldo that he was cheered in the streets of Manila, where even those living under the advantages of American rule still remain loyal and ready to serve him.

THE SITUATION.

It may be only a coincidence, but just after the insurgent General had left the city the enemy began a series of stubborn attacks that extended clear around the entire lines from Imus to Guagua. The movement was quite disastrous to them, but they succeeded in killing two American officers and wounding five others, besides twenty to thirty enlisted men.

The only advantage besides the defeats has been a gain of three to four miles of territory along the bay shore.

Several rooted attempts to create uprisings and burn the town have been discovered, and it is due chiefly to the exceeding activity of the military and civil police that the plots have been unsuccessful. Double guards were stationed about the town for many nights, and even in spite of this vigilance there were several attempts at burning and small but unusual disturbances occurred in many of the streets. Series of signals with lights and flags made from church towers and high buildings showed plainly that the insurgents were at work, and there was considerable shooting between the guards and unknown persons at night.

Arms were discovered in some of the churches and private buildings and there were many other evidences of a well formed plan to create trouble in Manila.

Spaniards, amigos Filipinos, and other residents who are supposed to know and keep in touch with local conditions, say that the appearance of the Filipino commission and their reception in Manila was in a large measure responsible for these signs of new life in the Filipino cause.

If present observations are any indication of the state of affairs it is not an exaggeration to say that the insurgents were never in better form than they are to-day. This is a rather broad statement, especially after six and one-half months of war with the Americans, but I believe that careful consideration will show that it is not very far from the truth.

TEAMSTERS FOR THE TRANSVAAL.

Manila, 16th October.

The British Consulate has been bothered with many Americans, and odds and ends of Manila's surplus population, who have come in an ever increasing stream to apply for positions as teamsters for the Transvaal. In some unaccountable way a persistent rumour has spread about the town to the effect that the British Government is in need of drivers and general stock men, and ever since the papers have decided that there must be war hundreds of the unemployed have suddenly decided that they are old time horsemen and that the Transvaal is the only place for them.

In vain have the obliging officials turned away man after man, saying that they had no knowledge that the British forces were light in the teamster line, and that if such were the case there would be no possible chance for applicants from so distant a port as Manila; the men still continue calling and apparently there is no end to the stream in sight.

A person would naturally think that the feverish population of Manila would be so occupied with the war that is going on about them that it would have no time to become interested in the martial troubles of other nations; but the progress of the Transvaal difficulty is eagerly watched and warmly debated on the streets and in the clubs.

EIGHT-THIRTY IN MANILA.

The strictest kind of martial law rules the city, and the streets are full of the soldiers and native police. When the curfew sounds at half past eight, Manila is, to the uninitiated, a deserted city, and woe to the unfortunate person who finds himself out of doors after the bells have sounded. A few fortunate ones are in possession of passes and the bearers are permitted to travel freely after the most rigid inspections. It is safe to gamble on being challenged once in every square, while in tough districts the sentries are posted three or four hundreds yards apart and patrols march along every few minutes. Those who have no passes are promptly hustled to the nearest police station and taken before the officer in charge. A man's position in the community makes but little difference in the eyes of the law, and the usual result is an uncomfortable night in some damp gaol with a small fine for the morning.

Though this sort of thing is rather inconvenient at times, nevertheless it is generally realised that the measures are no more than the present conditions render necessary. A man may grumble at being sharply ordered out of his carriage into the middle of a half foot mud-puddle to display his pass; but at the same time he feels that the public safety is being cared for.

THE "ESMERALDA'S" EVENTFUL VOYAGE TO MANILA.

We have been supplied with the following extracts from the log of the China and Manila steamer *Esmeralda* :—

On Monday, 2nd October, the *Esmeralda* left Hongkong for Manila with a large lighter in tow belonging to the Quartermaster's Department of the U.S. Army. With the exception of the usual troubles in towing all went well until 12.40 p.m. of the 3rd, when the tow rope parted. A boat was lowered and at 4 p.m. had tow under way again. During the day the wind and sea were increasing from N.E. 8.30 p.m. Tow rope again broke. A high sea running and the night being dark it was impossible to effect communication with the lighter so the *Esmeralda* had to keep the lighter in sight until daylight of 4th. To add to the gravity of the situation the wind during the night had backed to north and the barometer kept falling. At 10.30 a.m. had the tow in hand again. P.m., Wind and sea increasing, turned vessel's head to N.W. At midnight fresh gale with heavy squalls and high sea. Thursday a.m., Wind hauling to N.E. and barometer steady. 5 o'clock kept vessel on course. Noon, strong gale and heavy sea throughout. Friday, fresh gale and overcast squally weather. 5.45 a.m., Tow rope again parted. The people on the lighter being helpless in making the tow rope properly fast Mr. Blaxland, chief officer, volunteered to board the tow and effect this, which service was carried out in very plucky and satisfactory manner in spite of the high sea running. The crew of the lighter was also transferred on board the *Esmeralda*, and although high confused seas and generally dirty weather was experienced to the very end of the voyage the *Esmeralda* brought her tow safely to Manila on Monday morning.

THE TRIAD SOCIETY PROSECUTIONS.

At the Magistracy on the 13th October, before Mr. Gompertz, Pang Tai Shan, farmer, Kowloon Hang, Sheng U district; Shek Po, shopkeeper, Kwai Sin; and Pang Fat, coolie, Taipohu, Luk Yeuk district, were charged with being members of an unlawful society known as the Triad Society, on the 3rd instant, at Kowloon Hang.

Captain Superintendent May conducted the prosecution. Mr. Reece appeared for Shek Po.

The Captain Superintendent said these men were charged with being members of a Triad Society. They were arrested at a village called Kowloon Hang in the New Territory just about daylight on the 3rd inst. In the house in which they were arrested were found an almost complete set of insignia of the Triad Society. Under the last section of the Ordinance where such things were found it was laid down that that should be *prima facie* evidence of membership. He proposed to prove the finding of these documents, and to ask His Worship to commit the defendants for trial for being members of a Triad Society.

Chinese constable 128 said that on the 3rd inst. at 6 a.m. he went with the Captain Superintendent of Police to a house in the village of Kowloon Hang, in the New Territory, and arrested the second and third defendants there. They were in the same room. After their arrest he saw the articles produced found on the premises.

Chinese constable 279 said he saw the previous witness arrest the second and third defendants. He searched the room in which they were arrested and found the Chinese paper flags produced in a cook loft in the room, together with some paper tablets, a key to the mysteries, etc.

In reply to Mr. Reece, witness said he saw the first defendant in the house. He was in the same room as the third defendant. He did not see the second defendant there. The men arrested by the previous witness were the first and third defendants. When Taoist priests went about worshipping they did not take about with them such things as those produced.

Re-examined by the Captain Superintendent.—He only saw two men arrested—the first and third defendants.

Charles M. Messer said that on the 3rd inst. he went with the Captain Superintendent and a party of police to Kowloon Hang. He saw

the police surround the village on three sides. He climbed on to the roof of a house and saw the first defendant there. He saw him come up from a hole. He saw the man arrested. He did not know whether this was the roof of the house in which the exhibits were found.

Chinese constable 288 deposed to seeing the second and third defendants arrested in the same room. He searched the room and found the papers and book produced on the bed.

Tsui Yuk Shan, chief Chinese assistant to Mr. Messer at Taipo, deposed to seeing the defendants arrested and to assisting in the searching of the room in which they were found. He found the papers produced in a paper basket and also the stick produced. He had made a study of the signs and rules of the Triad Society during the last four months. He had carefully examined the exhibits in this case, and from his study of the Triad Society he could decipher the characters on the flags, etc., which characters represented mottoes of the Triad Society.

The further hearing was adjourned.

THE PROPERTY MARKET.

At the offices of the Public Works Department on Monday afternoon Mr. G. J. W. King offered for sale by auction Inland Lot No. 1,568, which is situated above Pokfulam Conduit. The lot contains 59,100 square feet. The annual rent is \$840. The lot was sold for \$25 above the upset price—\$9,450—to the Hon. C. P. Chater, who, we understand, proposes building a residence for himself on the site.

The same afternoon Mr. Hughes (Messrs. Hughes and Hough) offered for sale Crown leasehold property fronting Peel Street, Wellington Street, and Stavelly Street. The property, which was sold in four lots, comprised the premises known as 1, 3, 5, and 7, Peel Street, situate on the remaining portion of Inland Lot No. 164. The lot is held direct from the Crown for the residue of the term of 75 years and for the further term of 924 years granted therein subject to the payment of the rents and to the performance of the covenants in the Crown Lease and Extension reserved and contained. The competition for each lot was keen, but Mr. Kam A. Tan was the purchaser in each case, the prices being:—For Lot 1 \$8,700; Lot 2 \$8,800; Lot 3 \$8,900; Lot 4 \$11,600.

On Wednesday afternoon at his offices in Dudley Street Mr. Geo. P. Lammert sold by public auction 21 lots of leasehold property (owned by Mr. Ho Tung) situate in Wellington Street, Peel Street, Cochrane Street and Stanley Street. There was a good attendance, and the bidding was spirited. It was announced that the Vendor would if desired, make arrangements for the granting of a mortgage upon each lot up to 70 per cent. of the purchase money thereof. Such mortgage to be for one year (at 7½ per cent. per annum interest) from the date of completion which shall be on the first February, 1900. The following are the particulars of the sale.

Lot No. 1.—The piece of ground and premises thereon known as No. 5, Wellington Street, and the appurtenances thereto. Area:—884 Square feet. Term 999 years: Crown Rent \$16.90. Sold privately. Lot No. 2.—The piece of ground and premises thereon known as No. 7, Wellington Street, and the appurtenances thereto. Area 819 square feet. Term:—999 years: Crown Rent \$15.68. Bought for \$8,250 by Chow Dart Tong. Lot No. 3.—The piece of ground and premises thereon known as No. 9, Wellington Street, and the appurtenances thereto. Area 832 square feet. Term 999 years: Crown Rent, \$15.91. Bought by the same for \$8,350. Lot No. 4.—The piece of ground and premises thereon known as No. 11, Wellington Street, and the appurtenances thereto. Area 827 square feet. Term 999 years: Crown Rent \$15.81. Bought by the same for \$8,550. Lot No. 5.—The piece of ground and premises thereon known as No. 57, Wellington Street, and the appurtenances thereto. Area 716 square feet. Term 999 years: Crown Rent \$9.26. Bought by Tang Kit Shan for \$7,350. Lot No. 6.—The piece of ground and premises thereon known as No. 59, Wellington Street, and the appurtenances thereto. Area 706 square feet. Term 999 years: Crown Rent \$9.13. Bought by Tan Hip Chee for \$7,200.

Lot No. 7.—The piece of ground and premises thereon known as No. 61, Wellington Street, and the appurtenances thereto. Area 689 square feet. Term 999 years: Crown Rent \$8.91. Bought by the same for \$6,700. Lot No. 8.—The piece of ground and premises thereon known as No. 63, Wellington Street, and the appurtenances thereto. Area 683 square feet. Term 999 years: Crown Rent \$8.84. Bought by the same for \$6,950. Lot No. 9.—The piece of ground and premises thereon known as No. 2, Peel Street, and the appurtenances thereto. Area 842 square feet. Term 999 years: Crown Rent \$17.34. Bought for \$11,000 by Mok Li Tong. Lot No. 10.—The piece of ground and premises thereon known as No. 4, Peel Street, and the appurtenances thereto. Area 80.1 square feet. Term 999 years: Crown Rent \$16.49. Bought by Ma Pat for \$9,500. Lot No. 11.—The piece of ground and premises thereon known as No. 6, Peel Street, and the appurtenances thereto. Area 804 square feet. Term 999 years: Crown Rent \$15.55. Bought by Han Yue Tin for \$9,600. Lot No. 12.—The piece of ground and premises thereon known as No. 8, Peel Street, and the appurtenances thereto. Area 851 square feet. Term 999 years: Crown Rent \$17.52. Bought by the same for \$14,550. Lot No. 13.—The piece of ground and premises thereon known as No. 29, Cochrane Street, and the appurtenances thereto. Area 749 square feet. Term 999 years: Crown Rent \$16.13. Bought by To Pak for \$7,550. Lot No. 14.—The piece of ground and premises thereon known as No. 31, Cochrane Street, and the appurtenances thereto. Area 781 square feet. Term 999 years: Crown Rent \$16.43. Bought by A. Rumjhn for \$7,550. Lot No. 15.—The piece of ground and premises thereon known as No. 35, Cochrane Street, and the appurtenances thereto. Area 819 square feet. Term 999 years: Crown Rent \$17.69. Bought by Chow Dart Tong for \$7,800. Lot No. 16.—The piece of ground and premises thereon known as No. 52, Stanley Street, and the appurtenances thereto. Area 767 square feet. Term 999 years: Crown Rent \$9.91. Bought by Chan Yuen for \$7,650. Lot No. 17.—The piece of ground and premises thereon known as No. 54, Stanley Street, and the appurtenances thereto. Area 768 square feet. Term 999 years: Crown Rent \$9.92. Bought by the same for \$7,750. Lot No. 18.—The piece of ground and premises thereon known as No. 56, Stanley Street, and the appurtenances thereto. Area 767 square feet. Term 999 years: Crown Rent \$9.91. Bought by Chan Li Po for \$7,750. Lot No. 19.—The piece of ground and premises thereon known as No. 9, Stanley Street, and the appurtenances thereto. Area 636 square feet. Term 999 years: Crown Rent \$11.31. Bought for \$8,150 by Lo Tat. Lot No. 20.—The piece of ground and premises thereon known as No. 11, Stanley Street, and the appurtenances thereto. Area, 551 square feet. Term 999 years: Crown Rent \$9.81. Bought by Bhaha for \$6,900. Lot No. 21.—The piece of ground and premises thereon known as No. 13, Stanley Street, and the appurtenances thereto. Area, 552 square feet. Term 999 years: Crown Rent \$10.36. Bought by Chow Chuen Chung for \$6,700.

ARRIVAL OF THE "SYDNEY."

THE CAUSE OF THE DELAY.

14th October.

The M. M. steamer *Sydney* arrived in Hongkong at about five o'clock yesterday morning. She was due on Sunday last, and as day after day passed without any tidings of her people began to get anxious. It appears that at about three o'clock on Saturday morning, when the sea was very rough, one of the crank bearings broke, and this was the cause of the delay. It will take a day or two to repair the damage, and it will probably be Monday before the *Sydney* is able to resume her voyage.

We have been supplied with a copy of Captain Aubert's official report in French, from which we translate the following:—

The *Sydney* left Saigon on Thursday, 5th October, at 2 p.m.; fine weather, variable winds. At Varella a long swell from the N.E. was met

with. On the 6th, in the afternoon, an increasing wind from the north. Approaching the Paracels the weather grew worse, very heavy sea from the N.E., the wind continuing N., and the ship rolling and pitching a great deal. At 2 a.m. on the 9th it was reported that No. 5 coupling of the shaft was giving way. Slowed down and set a course to the North. At noon the position was 16.4° N. lat. 107.51° E. long. At 6 p.m., after taking soundings, the course was set N. 35° E. to pass Hainan. There was a continual slight bumping in the coupling, more accentuated after changing the course. At 10 p.m. from a sounding of 98 metres we calculated that we were about 12 miles S.S.E. of Tinhosa. Bad weather from the N. and N.N.E. with continual squalls. At 11 p.m. the chief engineer informed me that there was a violent bumping in the coupling and he asked that the ship might be stopped. We immediately put about and set square sail on the foremast. This sail was carried away and was immediately replaced by another. Our course was towards the S.S.W. About 4 a.m. on the 8th the ship no longer obeyed her helm and came broadside to the sea and wind, her head being to the W.S.W. A sounding taken at this time indicated that we had doubled the south of the island and the current was carrying us towards the Gulf of Tonkin, the ship rolling heavily and shipping some seas, which, however, did no damage of consequence. After the stoppage of the engines it was found that the bumping of the coupling was caused by one of the screws having worked loose in its socket. Worked on coupling No. 5, which had parted 15 millimetres. About 9 a.m. the weather improved. At 10 a.m. the engines were started again. The chief engineer then informed me that he had no confidence in No. 5 coupling, especially if we met with a heavy sea. Upon this formal declaration I consulted with my officers, and, on being informed of the situation, they were unanimously of opinion that we should put back to Saigon; then, rallying to the advice of the chief engineer, which I naturally supported, that we should continue to the West, which would bring us to some safe harbour, such as Tourane or Haiphong, where we would be able to effect provisional repairs, and so be able to make Hongkong by way of Hainan Straits Mr. de Bezaure, the postal agent, on my invitation, assisted at the consultation. At noon the same day, 3th October, the position was lat 17.18, long 106.58. We had drifted about 100 miles to the S.W. since putting about. After setting a few courses to make the south of Hainan, without straining the coupling, and having seen that the weather continued bad in the east, we made for the Gulf of Tonkin. After passing the banks we had fresh winds from the north, but little sea. The speed was reduced and the bumping of the coupling was very little. At noon on the 9th, lat. 19.50, made for the Strait. Approaching it the weather became worse, the wind from the N.E. At 6 p.m. anchored in 13 metres to the N.W. of Cape Cami. During the whole night work was carried on in repairing the coupling. At 6.30 a.m. on the 10th the engines were again working and the chief engineer thought he could guarantee our arrival at Hongkong. Set a course at 7 a.m. The squalls from the N.E. rendered navigation of the Strait imprudent. At 8.30 anchored off Hoihow, where I reckoned upon being able to signal our passage in order to relieve possible anxiety, but it was impossible to communicate. When the weather cleared hoisted our number. On the afternoon of 11th the weather improved a little, and we started again at 3.30 p.m. without having been able to communicate. At the eastern entrance of the Strait the squalls recommenced and at 5.30 p.m. we anchored under Hainan Head in 16 metres. On the morning of the 12th the weather cleared, and we started again at 8 o'clock. Fine weather, clear sky, strong breeze from the E.N.E., with high sea. Arrived at Hongkong without further incident on Friday, 13th October, at 5 a.m.

Among the passengers by the *Sydney* was Mons. Fernand Bonnet, watch merchant, Shanghai, and in conversation with a *Daily Press* representative Mons. Bonnet said:—

"We left Saigon at 1 p.m. on Thursday, the 5th inst. We had fine weather for about 24

hours, though we had a pretty heavy sea all the same.

"When in the Gulf of Tonkin the sea became very rough, and the vessel began to pitch frightfully, the propeller frequently coming right out of the water, and it was in consequence of the great strain upon it that one of the shaft bearings broke.

"This was about three o'clock on Saturday morning when we were between the Paracels and Hainan, and about 300 miles from Hong-kong.

"The danger was that we might be blown on to the Paracels, so Captain Aubert set sail so that we drifted astern, and we got into Hoihow safely. Here we found about half-a-dozen steamers which had taken refuge on account of the rough weather.

"The damage was temporarily repaired, and we left Hoihow at about three o'clock on Wednesday afternoon. We subsequently anchored in the Hainan Straits, the weather being much too rough for us to proceed, there being a strong wind and a blinding rain.

"By eight o'clock on Thursday morning the wind had gone down somewhat and we resumed our voyage. We came along very slowly, however, making only 60 revolutions a minute instead of 120."

THE INSANITARY PROPERTIES BILL.

The long expected Insanitary Properties Bill was read a first time at the last meeting of the Legislative Council and is published in the *Gazette*. We give below a synopsis of the measure, the more important sections being given in full:—

Section 1 provides for the short title and that the Ordinance shall apply to the whole colony except the Hill District and the New Territories.

2.—Interpretation.

3.—No room fitted with bunks or beds shall be so fitted as thereby to provide sleeping accommodation for a greater number of persons than are by law permitted to occupy the room.

4.—The following requirements shall be observed with regard to cubicles and partitions:—

(a.) In domestic buildings fronting streets of a width of less than 15 feet, no cubicles or partitions shall be erected, or if already existing shall be allowed to remain, except on the top floor.

(b.) In domestic buildings fronting streets of a width of 15 feet or over no cubicles or partitions other than "ping fung" (i.e. shop divisions) shall be erected or if already existing shall be allowed to remain, on the ground floor, and in the case of every such "ping fung" there must be a space between the top thereof and the ceiling or under side of the joists of the room of not less than four feet which may be closed in only by wire netting, lattice work or carved woodwork, arranged in such a way as to leave at least two-thirds open and as far as practicable evenly distributed.

(c.) No cubicles or partitions shall be erected or if already existing shall be allowed to remain, in any kitchen.

(d.) Where one cubicle only is hereafter erected or already exists in any room of a domestic building, no portion of the structure of such cubicle shall exceed eight feet in height; where two cubicles only are so erected or exist, no portion of the structure of either of such cubicles shall exceed seven feet in height; where more than two cubicles are so erected or exist, no portion of the structure of any such cubicles shall exceed six feet in height. In all cases, however, there must be a space between the top of every portion of the structure of such cubicles and the ceiling or under side of the joists of the room of not less than four feet, which may be closed only by wire netting, lattice work or carved woodwork, arranged in such a way as to leave at least two-thirds open, and as far as practicable evenly distributed.

(e.) No cubicles whatever shall be erected in any room of a domestic building, or if already existing shall be allowed to remain, unless such room is provided with a window or windows opening directly into the external air and having a total area clear of the window frames of at least one-tenth of floor area.

(f.) No portion of the structure of any cubicle except the necessary corner posts shall be nearer than two inches to the floor of such cubicle, and no structure shall be erected, or if already existing shall be allowed to remain, within any cubicle, which is of a greater height than the maximum height allowed by this section for any portion of the structure of such cubicle or which provides a cover or roof to the cubicle.

(g.) No partition shall be erected, or if already existing shall be allowed to remain, nearer than four feet to any window the area of which is included in calculating the window area specified in sub-section (e.).

(h.) No cubicle used for sleeping purposes shall have a less floor area than sixty-four square feet.

For the purposes of this section every sub-division of a domestic building, unless such sub-division has a window or windows opening directly into the external air and having a total area clear of the window frames equal to one-tenth of the floor area of such sub-division shall be deemed to be a cubicle.

5.—(a.) It shall not be lawful to erect, or if already existing to allow to remain, in any room of any domestic building, any mezzanine floor or cockloft whatsoever, except under such regulations as may be made by the Sanitary Board with the consent of the Governor-in-Council and published in the *Government Gazette*, and the Sanitary Board with the consent of the Governor-in-Council shall have full power to vary, alter and repeal any such regulations, and to substitute new regulations therefor.

(b.) Every intermediate floor, platform, or landing of a greater length than six feet and of a greater breadth than two feet, which has not a clear space of at least nine feet, measured vertically, both above and below it, and which is not separately provided with a window or windows opening directly into the external air and having a total area clear of the window frames of at least one-tenth of the floor area, shall be deemed to be a mezzanine floor or cockloft.

6.—No building erected on land acquired from the Crown after the passing of this Ordinance shall exceed in height one and a half times the width of the street upon which such building fronts.

The width of any street shall be measured from the building lines as defined by the Director of Public Works, on either side of the street and at right angles to such line or lines.

No building shall exceed seventy-six feet in height without the permission of the Sanitary Board: Provided that in any special case in which in the opinion of such Board, a departure from this rule will not be detrimental to the public health, the Board may in writing authorize such departure.

The height of any building shall be determined by measuring on the line of the main walls (both back and front) from the level of the street on which the principal front of such building abuts the full vertical height allowed by the preceding rules and by drawing from the points thus ascertained lines at an angle of thirty degrees with the horizontal, and any part of the building (except any chimney or party-wall) falling outside such lines shall be deemed illegal.

In the event of the street on which the principal front of a building abuts not being level throughout the extent of such building, or in the event of a building having two or more principal fronts respectively abutting on streets which are dissimilar in width or level, the Sanitary Board shall determine from what points or the full vertical height, as specified in the foregoing clause, shall be measured.

7.—(a.) Every existing domestic building must be provided with an open space in the rear, by opening out on each floor one-half of the entire space intervening between the principal room or rooms and the main wall at the back of such building as well as the corresponding portion of roof, unless such building is already provided with an open and unobstructed backyard of at least fifty square feet in area.

(b.) For the purposes of this section any domestic buildings having two main frontages in different streets (other than corner houses) shall be regarded as two domestic buildings.

(c.) The Governor-in-Council shall have power, in the special cases, to modify the foregoing requirements where such modification may appear necessary.

(b.) In no case may any obstructions whatever be placed or erected in these open spaces, with the exception of a bridge or covered way on each storey not exceeding three feet six inches in width when such bridges are necessary as a means of access to any part of the domestic building.

8.—(a.) Every domestic building hereafter erected in this Colony, (except in cases provided for by section 66 of the Public Health Ordinance, 1897, or coming within the terms of Articles of Agreement under the Praya Reclamation Ordinance, 1899) shall be provided with an open space in the rear in accordance with the following scale:—

An open space not less than

Houses not exceeding 40 feet in depth, for each foot of width . . . 8 square feet.

Houses exceeding 40 feet but not exceeding 50 feet in depth, for each foot of width . . . 10 square feet.

Houses exceeding 50 feet but not exceeding 60 feet in depth, for each foot of width . . . 12 square feet.

Houses exceeding 60 feet in depth, for each foot of width . . . 14 square feet.

In no case may any obstructions whatever be placed or erected in these open spaces, with the exception of a bridge or covered way on each storey not exceeding three feet six inches in width when such bridges are necessary as a means of access to any part of the domestic building:

Provided always that when the owners of a block of buildings agree to make and do make a lane opening at either end upon a public street, and free from obstruction throughout both vertically, the foregoing requirements shall be modified as follows:—

Houses not exceeding 40 feet in depth: a lane not less than . . . 6 feet wide.

Houses exceeding 40 feet but not exceeding 50 feet in depth: a lane not less than . . . 8 feet wide.

Houses exceeding 50 feet but not exceeding 60 feet in depth: a lane not less than . . . 11 feet wide.

Houses exceeding 60 feet in depth: a lane not less than . . . 13 feet wide.

(b.) In computing the depth of a domestic building for the purposes of this section the depth of the kitchen shall be included in the computation of such depth in every case except when such kitchen is separated from the principal room or rooms of such building by an open backyard of at least six feet in depth extending the entire width of the back of such building and unobstructed except by a bridge on each floor not more than three feet six inches wide.

9.—Every street on private land, in the rear of domestic buildings, shall be and shall be kept concreted, channelled, drained, and provided with lighting apparatus by the Government, at the expense of the owners of the land abutting on such street and the several owners of such land shall bear the cost of such concreting, channeling, draining and providing of such apparatus in proportion to the width of their respective land at the place where it abuts on such street, and the Government may recover such proportionate cost, together with interest thereon at the rate of eight per cent. per annum from the date of demand for payment of such proportionate cost made by the Director of Public Works from any such owner, by a suit in the name of the Director of Public Works in the Summary Jurisdiction of the Supreme Court. The cost of the illumination of such street shall, however, be borne by the Government.

All household refuse shall be regularly removed by the Government from every such street.

10.—Every street on private land, upon which domestic buildings front shall, if it does not fall within the provisions of the immediately preceding section of this Ordinance, be and be kept surfaced, channelled, drained, etc., as in section 9.

11.—Allows six months for alterations under section 7 and imposes a fine of \$10 for each day's delay over that term. For alterations to or removal of cubicles or partitions required by the Ordinance a period of three months is allowed, with a fine of \$5 for each additional day's delay. If alterations or removals are not effected in the specified times the premises may be closed.

12.—Gives power to a Magistrate to order removal of illegal structures. No compensation to be paid.

13.—Every Contravention of the Ordinance to be deemed an offence. Secretary or Manager of a Company to be liable.

14.—Offences in respect of which no penalty is otherwise provided to be punishable by a fine of \$50 or one month's imprisonment, with a further fine of \$5 a day for a continuing offence.

15.—Repeals section 7 and sub-section b of section 8 of the Closed Houses and Insanitary Dwellings Ordinance.

OBJECTS AND REASONS.

The object of this Bill is to improve the sanitation of houses in this Colony by making minimum open spaces of certain dimensions compulsory at the rear of every building in the Colony, no matter at what date such building was erected.

Hitherto the difficulty in the way of the Health Authorities has been that the beneficial sanitary provisions of recent Health Ordinances have had no retrospective effect, but have only applied to buildings erected since the passing of such Ordinances.

The provisions of this Bill are based to a certain extent upon the Report, dated the 9th March, 1898, of the Insanitary Properties Commission which was appointed by the late Governor, Sir William Robinson, but whilst in some respects this Bill effects a compromise between the views of the different Commissioners, in other respects it goes beyond their recommendations.

With reference to sub-section (a.) of clause 4 of this Bill, which forbids cubicles or partitions in houses fronting streets of a width of less than 15 feet except on the top floor, it will be noted that two out of the five Commissioners were of opinion that in such houses no cubicles should be allowed on the ground floors, while the remaining three Commissioners recommended that in such houses no cubicles should be allowed on any floor.

With reference to sub-section (b.) of clause 4 of this Bill, it will be observed that two out of the five Commissioners were of opinion that in houses fronting on lanes and streets of over 15 feet in width no cubicles should be allowed on the ground floor without the permission of the Sanitary Board.

Sub-section (c.) of clause 4 of the Bill needs no arguments to recommend it.

Sub-section (d.) of clause 4 of the Bill stands in place of sub-section (b.) of section 8 of Ordinance 15 of 1894, which latter sub-section (repealed by this Ordinance) provided that the partition walls should not be of a greater height than 8 feet and that a space of 4 feet should be left between the top of the partitions and the ceiling or underside of the joists.

Sub-section (e.) of clause 4 of the Bill lays down similar requirements with regard to window area to those which are laid down by sub-section (a.) of section 8 of Ordinance 15 of 1894.

The first part of sub-section (f.) of the same clause is intended to provide for a free current of air circulating underneath the bottom of the boards forming the cubicle, and the latter part of the sub-section provides that no structure shall be permitted in a cubicle of a greater height than the maximum height allowed for the cubicle itself and that no cover or roof shall be allowed to a cubicle.

Such provision for securing the free circulation of air are obviously desirable.

Sub-section (g.) of clause 4 has been rendered necessary by the fact that it is not an uncommon practice to so arrange the cubicles in Chinese dwellings that one cubicle is built up against a window and thus appropriates almost the whole of the air coming in through that window to the detriment of the ventilation of the other cubicles on the same floor. It will be noted that two out of the five Commissioners recommended that no cubicles erected or to be re-erected in future should be placed nearer than six feet to any window the area of which is included in calculating the required window area of one-tenth of the floor area.

Sub-section (h.) of clause 4 imposes a minimum limit on the floor area of cubicles.

Clause 5 of the Bill dealing with mezzanine floors and cocklofts appears to require no special comment. It takes the place of section 7 of Ordinance 15 of 1894 which is repealed by this Bill.

Clause 6 of the Bill embodies the recommendations of the Sanitary Board with respect to the height of buildings erected on land acquired from the Crown after the passing of this Bill, and is more stringent in this respect than the provisions of section 12 of Ordinance 15 of 1894 as amended by Ordinance 12 of 1897.

Clause 7 contains the recommendations of the Sanitary Board with regard to the minimum area of backyard in existing buildings. It goes a little further than the report of the Insanitary Properties Commission in that it aims at securing a minimum open space in the rear of fifty feet instead of forty feet.

Sub-section (c.) allows for the Governor-in-Council making exceptions in certain special cases and is rendered necessary owing to the peculiar construction of certain back-to-back houses the floors of which overlap one another and render the provision of an open space in the rear practically impossible.

Clause 8 contains the recommendations of the same Board with respect to open spaces, or in the alternative lanes, at the rear of buildings erected after the passing of this Bill.

Clauses 9 and 10 of the Bill do not appear to require any special comment.

Clause 11 of the Bill lays down a definite time within which the alterations required by this Bill must be made.

Clause 12 confers power upon a Magistrate to order the removal of an illegal structure.

Clause 13 lays down what are to be deemed to be offences under the Bill, and clause 14 provides penalties for offences in respect of which no penalty is otherwise provided for by the Bill.

Clause 15 and the schedule deal with repeals.

HENRY E. POLLOCK,
Acting Attorney General.

HON. T. H. WHITEHEAD ON THE NEW POST OFFICE.

We have received from the Hon. T. H. Whitehead a copy of the following letter addressed by him to the Chamber of Commerce:—

Hongkong, 17th October, 1899.

Dear Sir,—In connection with the Estimates for next year, the following appeared in His Excellency the Governor's printed statement, read at the meeting of the Legislative Council on Wednesday, 11th inst:—

"The most pressing public work at the present moment is the building for the New Law Courts, which blocks the way for the improvement of the Post Office, a building entirely insufficient and unsuited for the postal requirements of the Colony. The plans for the Law Courts were returned on January 21st to London with some suggestions for improvements. I have written urging that they shall be sent out with the least possible delay."

2.—In the Colonial Estimates for 1900 the Council is not asked for any vote in respect of new premises for a Post Office. It is painfully evident from the Governor's statement that the building of the new Post Office will not be commenced until the construction of the new Law Courts' building is completed. In consequence of the unnecessary delays, vacillating and irresolute policy hitherto followed regarding the construction of the new Government Offices, it is highly probable that the new Court House building may not be completed within four years from this date, if even then. It therefore naturally follows that the new Post Office building will not be commenced until after the Legal Departments move into their new building, say about four years hence, or in 1903. The construction of the new Post Office building will take about two if not three years; consequently the Colony will not have a new Post Office for say six or seven years, or until 1905 or 1906. The present Post Office building is and has been for some time past wholly inadequate for the Colony's requirements, badly lighted, ill-ventilated, and so cramped that there is not sufficient room to sort two heavy mails at the same time. It is notorious that this is and has been for years past the actual state of affairs. With the natural increase and growth in the work of the Post Office during the next six or seven years what will it be then? The position of this important Government Department will have become positively intolerable, unworthy of and in every respect discreditable to the Colony.

3.—His Excellency Sir Wm. Robinson, then Governor, appointed a Committee on 8th September 1894, "to report on the condition of the Government Offices and the desirability of locating the various Departments under one roof." The Committee consisted of the Hon. the Director of Public Works (F. A. Cooper), the Hon. the Colonial Treasurer (A. M. Thomson), and Messrs C. P. Chater, C.M.G., A. McConachie, and Sir T. Jackson. After due enquiry the members reported unanimously on 23rd November, 1896, as follows:—

"It is desirable for many reasons that the several Government Offices should be situated close together, if possible under one roof, as much loss of time and inconvenience to the public would be thereby obviated, and business greatly facilitated. Were it not for the fact that the present offices at St. John's Place are in a good structural condition, are suitably and conveniently situated for the meeting of Council, and the accommodation afforded for the Colonial Secretary's Department appears adequate, we should recommend that in any project for the erection of new buildings accommodation should be provided for that department."

"The Post Office and Treasury buildings, which had been erected in 1846 for a house for the Registrar General, on the site of the present Post Office and Treasury, and subsequently altered for the purpose of serving as a Post Office, were in 1864 found to be quite inadequate to meet the requirements of the Postal Department; it was therefore decided to pull them down and erect a new Post Office."

"The present main buildings, which were completed in 1867 with certain additions and alterations carried out in 1884 and 1885, consist of a ground floor and basement occupied by the Post Office and an upper floor occupied by the Treasury Department."

"The Post Office is badly lighted and ill-ventilated and the Treasury Offices are inconveniently arranged."

"The present buildings are about thirty years old and though the walls are still sound renewal of the internal fittings and woodwork throughout will shortly necessitate a considerable expenditure if the occupation of the building is continued."

"The accommodation in the Post Office, in spite of the recent arrangement by which the offices of Attorney-General and Crown Solicitor have been placed at the disposal of the department, is so cramped that there is not sufficient room to sort two heavy mails at the same time, while the space devoted to the business of the Parcels Post is insufficient to secure the safe custody of parcels. In fact, the requirements of the colony have entirely outgrown the accommodation at present available."

"For the Treasury a Strong Room and a Stamp Room are required, also a large room, easily accessible to the public, for accountants and cashiers, and better accommodation for the clerks are greatly needed."

4.—The members of said Committee further unanimously reported in favour of the Law Courts, Land Office, &c., being erected on the site on the Praya Reclamation immediately in front of the City Hall, and that the Registrar General, Treasury, Post Office and Public Works Departments should be accommodated in a new building to be erected on the site also on the new Praya Reclamation immediately to the north of that on which the new Law Courts, &c., are to be built. The two sites in question are Government land, have lain fallow for several years, and are still lying fallow."

5.—Sir Wm. Robinson's term of office expired in 1898, when he returned to England, and the Director of Public Works (Mr. Cooper) was transferred to Ceylon in 1897. General Black administered the Government from February to November, 1898, and a new Director of Public Works (the Hon. R. D. Ormsby) arrived in the Colony on 20th October, 1897. In consequence of these changes, the two years' work of the committee appointed in September, 1894, and the unanimous recommendations of its members were cast aside and in their stead the fresh proposals of the new Director of Public Works were brought forward and adopted in opposition to the reasons and arguments of the elected Representatives of the people on the Legislative Council. The result is most natural—protracted, prolonged, and costly delays and the

indefinite postponement of the erection of urgently needed new public offices.

6.—The immediate erection of a new building suitable for the ever increasing requirements of the Post Office in Hongkong is a matter which directly and materially affects the interests of trade, commerce, and shipping of this growing and progressive port. Therefore let me earnestly direct the immediate serious attention of the Committee of the Chamber of Commerce to the extremely unsatisfactory position of affairs and the pressing urgent necessity for the Government proceeding without further delay with the building of the new Post Office on the site of Government land lying fallow on the New Praya Reclamation immediately to the north of that on which the New Law Courts are to be erected, as unanimously recommended by the members of the Committee appointed in September, 1894.

7.—If the building were of four storeys it could accommodate the Post Office, the Harbour Master, the Treasury, and the Registrar-General's Office, &c. The construction thereof could be gone on with at once instead of waiting three or four years until the new Law Courts are built. The Post Office would thus be on the marine frontage and it is most desirable it should be on Praya. This would greatly facilitate the prompt receipt, despatch, and handling of mail matter. The said site is immediately north of that on which the new Law Courts are to be built and is separated therefrom by a road 75 feet in width; on the north there is a road 75 feet wide, on the east a road 50 wide, and on the west there will be a proposed private lane 20 feet wide and an open turfed space besides a road 75 feet wide. Thus, if erected on the site in question the building would have better ventilation and far more light and air than any structure erected on the site of the present Law Courts could possibly have.

8.—The Harbour Master's Office would then also be in the immediate neighbourhood and in the midst of the offices of shipping firms instead of as at present far distant therefrom. If necessary for the entrance and clearance of junks there could be, at a trifling expense, a branch of the Harbour Master's Department on the Praya opposite the Junk Anchorage and Sailors' Home, where there is Government land available and lying fallow.

9.—By utilising the two sites of Government land lying fallow on the New Praya Reclamation north of the City Hall in the manner hereinbefore mentioned, Government would have available for sale the far more valuable sites on which the present Court House, Land Office, Post Office, and Harbour Master's Office stand. The present Court House, Land Office and Post Office site consists of 41,945 square feet, at say \$12 per square foot, \$503,340; the site on which the Harbour Master's Office stands consists of about 9,000 square feet, value say \$14 per square foot, \$126,000. In addition to the latter there is the New Praya Reclamation in front thereof and on which it is proposed to erect the new office for the Harbour Master's Department. If the Harbour Master's Department is accommodated in the proposed new Post Office building the said New Reclamation in front to the north of the Harbour Master's present office would not be required and would be available for sale. It consists of about 14,500 square feet and if sold by auction would realise not less than \$14 a square foot or say \$203,000. These three sites if sold at auction would, there is every reason to believe, realise \$12, \$14, and \$14 per square foot respectively, as hereinbefore stated, or an aggregate of \$832,340. The site on the New Praya Reclamation, immediately to the north of that on which the new Law Courts are to be erected, consists of 19,200 square feet, which, if sold at public auction, would not realise more than about \$8 per square foot, or \$153,600 and the site on which the Harbour Master's Office now stands is about 9,000 square feet at say \$14 per square foot, or \$126,000, together \$279,600, as against \$832,340 estimated to be realised for the sites on which the present Court House, Land Office, Post Office, and Harbour Master's Office stand, together with the Reclamation in front of the latter. Inland Lot No. 1,542 consists of 2,567 square feet, is in the immediate vicinity of the Harbour Master's present Office, and was, per Government Notification No. 375 of 1st July, 1899, exposed for sale by public auction, the upset price being \$30,800,

and it realised on 24th July last \$47,260, or fully \$18.38 per square foot; hence \$14 per square foot may be regarded as a not unreasonable valuation for the Harbour Master's present office and the New Praya Reclamation in front thereof.

10.—The rent of the now somewhat famous building named "Beaconsfield," on which so much public money has been wastefully expended, could be saved to the Government by the addition of another storey on the building in St. John's Place in which the meetings of Council are held and in which the Colonial Secretary and Director of Public Works are accommodated. This new storey could be executed at a cost of say Twenty thousand Dollars (\$20,000) and it would give ample additional office room for the Sanitary Board, the Educational Department, &c.

11.—The advantages to be derived from adopting the proposals adduced herein—to the non-biased and unprejudiced mind—are overwhelming and too obvious to be further demonstrated. On every ground and for financial reasons the building of the new Post Office, &c., should be commenced forthwith on the Government site now lying fallow immediately to the north of that on which the new Law Courts are to be erected. If the Public Works Department are unable to at once undertake the work the Government would do well to entrust the same to local architects, who have already constructed buildings in the Colony of greater magnitude and value.

12.—If the site in question to the north of that on which the new Law Courts are to be built is not now reserved for the erection thereon of the Post Office, &c., Government may at any time be asked to put it up to public auction and a buyer would probably be forthcoming.

13.—The question is of such vital importance to the whole mercantile community and so materially affects the future of the trade, commerce, and shipping of the Port that from my point of view the Committee would do well to call a General Meeting of the members of the Chamber and memorialise the Secretary of State for the Colonies in favour of some such proposals as are herein stated, the Colonial Government having disregarded the unanimous recommendations of the Committee appointed in 1894 (referred to on page 4 hereof) and having decided in this matter of such grave importance to act in direct opposition to the views and the opinions of the elected Representatives of the people on the Legislative Council.

14.—For the information of the Ratepayers and the Community I am sending a copy of this letter to the local Press. I am also forwarding a copy thereof to His Excellency the Governor for his information.—Yours very truly,

T. H. WHITEHEAD.

R. Chatterton Wilcox Esq., Secretary, Hongkong General Chamber of Commerce.

THE ADVENTURES OF A STEAM-LAUNCH.

THE CAPTAIN WASHED OVERBOARD.
THE LAUNCH ABANDONED AND
PICKED UP.

14th October.

Captain Jackson, of *Loosok*, arrived in eq Hongkong yesterday from Bangkok, bringing with him nine Chinese whom he had taken from the *On Lee*, one of six steam-launches purchased in Hongkong for the Quartermaster's Department at Manila. Captain Jackson came across the *On Lee* on the 6th inst. He learned that she left Hongkong on the 2nd inst., and that during a typhoon Captain Robinson, who was in charge of the launch and was at the wheel at the time, was washed overboard and drowned. The *Loosok* took the launch in tow, but subsequently the tow line broke, and the launch went adrift. As it was dark at the time and raining heavily Captain Jackson could not very well attempt to recover the launch, and he accordingly resumed his voyage to Hongkong.

16th October.

In Saturday's issue it was reported that the steam-launch *On Lee*, which was on her way down to Manila for the U. S. Government, was picked up in distress by the Scottish Oriental steamer *Loosok*, which took her Chinese crew

on board, the European Captain having been previously washed overboard. The *Loosok* took the launch in tow, but the cable broke, and as darkness was coming on it was not deemed advisable to go after her again. The launch was, however, safely brought into port on Saturday by the Scottish Oriental steamer *Mongkut*, which picked her up the day after the *Loosok* lost her. The little craft had sustained practically no damage from her buffeting in the severe weather lately experienced.

WANG CHUAN-SHIEN AGAIN IN TROUBLE.

It may be remembered that Wang Chuan-shien, the Superintendent of the Lekin Bureau at Canton, who officiated as the Chinese commissioner for the delimitation of the Kowloon frontier, was recently in trouble at Peking, where he was held under arrest on a charge of irregularities in his accounts. On that occasion he got off by the means common in such cases. He is now, however, again in trouble, so the Native papers report. He has returned from Peking to Canton, and Kang Yi, the High Commissioner, apparently intends to give another turn to the screw to compel him to disgorge still further. Kang held an enquiry into the case on the 12th inst. Wang's protégée Mrs. Ma Zee-koo and her son are also detained under arrest for further enquiry. Mrs. Ma was on the former occasion accused of having acted as Wang's agent in some of his alleged illegal transactions.

The following, we are informed, are the charges on which Mr. Wang Chuan-shien, the Kowloon boundary delimitation Commissioner, is now on his trial at Canton:—

1.—Defrauding the Government of over taels 260,000 in the likin returns.

2.—That he practised extortion and carried on illegal transactions in his own behalf.

3.—Abusing his prerogatives for the enlargement of his own fortune.

4.—That he embraced and cherished the friendship of a criminal nature, of a pretty widow, Mrs. Ma Zee-koo.

5.—That through his instrumentality the daughter-in-law of Mrs. Ma Zee-koo committed suicide to shield her disgrace.

The last named charge is said to embody a romance, followed by a tragedy, of which our correspondent promises to supply us with further particulars.

MARSHAL SU AND THE DELIMITATION OF KWANGCHAUWAN.

Marshal Su, of Kwangsi, who has recently been to Peking and has been appointed the Chinese Commissioner for the delimitation of the boundary of the area leased to the French at Kwangchauwan, arrived at Canton on the 14th inst. to communicate with the Viceroy. He came down from Shanghai to Hongkong by the French cruiser *Pascal* and the same vessel will convey him to Kwangchauwan.

The report continues to circulate amongst the Chinese that the Marshal has received private instructions from the Empress-Dowager to carry out his mission according to his own ideas of what is right in the circumstances and to maintain his views, even should they involve risk of war, without asking further instructions from the Throne.

Marshal Su returned from Canton on Tuesday by a Chinese gunboat and left the following day by the *Pascal* for Kwangchauwan.

WATER RETURN.

LEVEL AND STORAGE OF WATER IN RESERVOIRS ON THE 1ST OCTOBER.

	1898	1899
Tytam 1ft. 6in. below overflow	2ft. 6in. above overflow	
Pokfulam 1ft. 6in. below overflow	0ft. 6in. above overflow	
Wongneicheong 1ft. 6in. below overflow	0ft. 6in. above overflow	
STORAGE GALLONS.		
	1898.	1899.
Tytam	372,200,000	407,000,000
Pokfulam	58,000,000	67,000,000
Wongneicheong	30,000,000	30,000,000
proximation only		
Total	431,160,000	504,000,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF SEPTEMBER.

	1898	1899
Consumption ...	105,911,000	114,346,000 gals.
Estimated population	196,501	202,500
Consumption per head per day ...	17.9	18.8 gals.

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF SEPTEMBER.

	1898	1899
Consumption ...	7,547,000	
Approximation only		9,135,000 gals.
Estimated population	26,100	27,300
Consumption per head per day ...	9.6	11.1 gals.

The Government Analyst reports that the water is of excellent quality.

R. D. ORMSBY.

Water Authority.

THE HONGKONG JOCKEY CLUB.

The following is the report to be submitted to the annual meeting to be held on Saturday:—

In submitting the Honorary Treasurer's accounts the stewards beg to congratulate the club on the financial success of the year's working.

Gymkhanas have been held on the race course during the summer, have been well attended and given general satisfaction.

The race course, stands, &c. were lent to the officers, Royal Welch Fusiliers last July, and a Regimental Gymkhana was held on the 29th of that month under the auspices of the club.

The course and adjuncts were also lent to the Hongkong Schools for their annual sports held last April.

The buildings are in good repair and the course is in fair order.

T. F. HOUGH.

Clerk of the Course.

Hongkong, 16th October, 1899.

EXPENDITURE AND RECEIPTS FROM 1st SEPTEMBER, 1898, to 31st AUGUST, 1899.

Dr.	\$	c.
To balance last account	26,233.89	
To upkeep of Race Course	2,226.61	
To printing, advertisements, stationery, newspapers, &c.	973.00	
To expenses of meeting	1,767.10	
To stakes and prizes	9,267.70	
To incidentals	1,037.30	
To interest	1,207.83	
	\$42,713.43	
Cr.	\$	c.
By entrance fees and subscriptions	3,323.00	
By entries and nominations	5,005.00	
By sale of tickets, &c.	12,173.05	
By rent of stands, &c.	1,740.00	
By balance at debit with the Hongkong and Shanghai Banking Corporation	20,472.38	
	\$42,713.43	

THE GYMKHANA.

The fourth Gymkhana of the season was held on the Happy Valley Race Course on Saturday afternoon in beautiful weather. The first event—Once Round Handicap—was won by Tube Rose, which got off first and led the whole way. In the Straight Alphabet and the Wizard were running neck and neck for record place, but Alphabet just managed to pull it off. The Bending Race was a new feature. Rows of bamboo poles had been put up, and the horses had to be ridden in and out, a performance which turned out to be a difficult one. The Stick and Doll Race was most amusing, as also was the distance handicap. A couple of donkeys were entered for the latter. On the starting signal being given they turned stubborn and for a time refused to budge an inch. By the exercise of almost superhuman exertions Mr. Walwyn managed to get his Tatcho to ride him home, but Mr. Anderson had to dismount and literally drag his Two-of-a-kind along the course. Grasshopper missed all chance of winning the Three Furlongs by making a false start, Mr. Johnson going a considerable distance at full speed before he found out his mistake.

By the kind permission of Major Morris and officers of the Welch Fusiliers the band of the Regiment was in attendance.

The following were the officials, etc.:—

Committee:—Mr. J. S. Bruce, The Hon. C. P. Chater, C.M.G., Mr. R. M. Gray, Mr. V. A. Caesar Hawkins, Mr. T. F. Hough, The Hon. J. J. Keswick, The Hon. F. H. May, C.M.G., Mr. J. McKie, Mr. G. C. Moxon, Mr. G. H. Potts, Mr. J. A. Higgon, R.W.F., Mr. C. F. Rundall, R.E., Lieut.-Colonel The O'Gorman, D.A.A.G., Capt. W. L. Warren, R.A., Commander Plenderleath, R.N., and The Hon. T. H. Whitehead.

Judges:—The Hon. J. J. Keswick and Mr. V. A. Caesar Hawkins.

Handicappers:—The Hon. C. P. Chater, C.M.G., and Mr. J. McKie.

Starter:—Mr. T. F. Hough.

Timekeeper:—Mr. G. H. Potts.

Clerk of the Scales:—Mr. J. McKie.

Hon. Treasurer:—Mr. J. S. Bruce.

Hon. Secretary:—Mr. G. C. Moxon.

ONCE ROUND HANDICAP; for all China ponies; entrance fee, \$2. 1st prize, Cup presented by Sir Thomas Jackson; 2nd prize, \$25 from Gymkhana Fund.

Mr. R. M. Gray's Tube Rose, 12st.	(Mr. Gresson) 1
Mr. W. A. Cruickshank's Alphabet, 10st. 12lb.	(Mr. Cruickshank) 2
Mr. R. B. Johnson's The Wizard, 11st. 9lbs.	(Mr. Johnson) 3
Hon J. J. Keswick's Pilgrim, 11st. 4lbs.	(Mr. Cox) 0
Mr. R. M. Gray's Burnside II., 10st. 9lb.	(Mr. Walwyn) 0

BENDING RACE; for bona fide polo ponies, to be passed as such by the Polo Club Committee; catch weights; entrance fee, \$1. First and second prizes from Gymkhana Fund.

Mr. W. Loring's Buccaneer,	1
Capt. Simond's Tantiy,	2
Capt. Geoghegan's Tarbacker,	0
Capt. Warren's Snuffbox,	0
Major C. M. Dobell's Casual,	0

LADIES' NOMINATION; Stick and Doll Race.

Gentleman to ride about 200 yards, dismount, pick up bundle of 12 sticks provided, return and hand the sticks to his nominator, who will throw them at the dolls set up; the first lady to knock over two dolls to win; should the lady fail to knock over two dolls with the 12 sticks, gentleman must return again and procure a further bundle of 12 sticks, but he must not start till first 12 sticks have been exhausted; first prize presented, second and third prizes from Gymkhana Fund.

Miss B. Jackson and Mr. Gresson	1
Mrs. Morris and Mr. Anderson	2
Mrs. Gray and Mr. R. H. Potts	3

STEEPLECHASE; for China ponies over the usual course; catch weights over 11 st 5 lbs; allowance, 5 lbs. for all unplaced ponies. (i.e. 1st or 2nd) in steeplechases and hurdle races during this season's Gymkhanas and at last Hongkong races, and off day; and Penalties, 1 win, 7 lbs.; 2 wins, 10 lbs.; 3 wins, 14 lbs.; entrance fee, \$2. 1st prize, a Cup from Gymkhana Fund. 2nd prize, \$25 from Gymkhana Fund.

Mr. F. J. Walwyn's Landsknecht, 11st 5lb.	(Mr. Johnson) 1
Mr. F. J. Walwyn's Queensberry, 11st 5lbs.	(Mr. Walwyn) 2
Hon. T. H. Whitehead's Traveller, 11st 12lbs.	(Mr. Dobell) 3
Mr. E. T. Shewall's Buckingham, 11st 0lb.	(Mr. Shewall) 0
Mr. G. H. Potts' Impression, Mr. Gresson	0
Mr. G. H. Potts' Minstrel, Mr. Cox	0

BEAUTY AND THE BEAST RACE; for China ponies; for ladies and gentlemen to be entered in pairs; to start from $\frac{1}{4}$ mile post together; pairs must pass winning post together to qualify for a win; in the event of more than six couples entering, a third prize will be given. A prize will be awarded to best descriptive name for this race to be sent in with entries. First and second prizes from Gymkhana fund.

Mrs. G. H. Potts and Mr. R. B. Johnson,	1
Miss B. Jackson and Mr. W. J. Gresson,	2
Miss Jackson and Mr. F. J. Walwyn,	0
Mrs. Morris and Mr. R. D. Anderson,	0

THREE FURLONG RACE; for all China ponies; catch weights over 11 stone; entrance fee, \$1; 1st and 2nd prizes from Gymkhana Fund.

Mr. W. A. Cruickshank's Alphabet;

(Mr. Cruickshank) 1

Mr. R. D. Anderson's Sea Fog,

(Mr. Anderson) 2

Mr. J. H. Pott's Cairngorm, .. (Mr. Cox) 3

Captain Geoghegan's Sayan,

(Capt. Geoghegan) 0

Capt. Warren's Snuffbox, (Capt. Warren) 0

Captain Bancroft's Grasshopper

(Mr. Johnson) 0

Mr. F. J. Walwyn's Queensberry,

(Mr. Walwyn) 0

Major C. M. Dobell's Casual,

(Major Dobell) 0

DISTANCE HANDICAP; once round for all equine and asinine animals; catch weights; no whips or spurs allowed; entrance fee, \$2; 1st and 2nd prizes from Gymkhana Fund.

Mr. G. H. Potts' Impression, China Pony

13st. 270 yards. 1

Mr. W. Loring's Olo Pony, China Pony

13st. 350 yards. 2

Mr. G. H. Potts' Minstrel, China Pony, 13st

0lb. 250 yards. 3

Mr. H. Burton's Sydney, Waler, 10st 12lb.

Scratch. 0

Captain Bancroft's Melba, Waler, 11st 0lbs

40 yards. 0

Mr. J. A. Higgon's St. David, Waler, 14st

0lb. 60 yards. 0

Mr. R. M. Gray's Tube Rose, China Pony,

11st 7lb., 150 yards. 0

Captain Warren's Snuffbox, China Pony,

11st 0lb., 220 yards. 0

Captain Warren's Offside, China Pony, 11st

0lb. 270 yards. 0

Mr. R. D. Anderson's Sea Fog, China Pony;

11st 0lb. 270 yards. 0

Capt. Geoghegan's Tarbacker, China Pony

10st. 7lbs. 300 yards. 0

Mr. R. B. Johnson's Algy, Timor Pony, 10st.

10lbs. 370 yards. 0

Mr. P. A. Cox's Goliath, g. Hand Pony, 425

yards. 0

Major C. M. Dobell's Koko, g. Hand Pony

11st. 435 yards. 0

Mr. F. J. Walwyn's Tatcho, Donkey, 11st.

700 yards. C

Mr. R. D. Anderson's Two of a Kind, Don-

key, 11st. 700 yards. 0

FOOTBALL NOTES.

16th October.

We have made arrangements to publish these notes weekly during the football season and shall be glad to receive communications of general interest from club secretaries to be included herein. Results of matches, fixtures arranged, etc., will be very acceptable.

During the past week there has been no actual football, excepting the six-a-side games; but club officials are very busy making preparations to start.

Considerable progress has been made in the erection of the Hongkong Football Club's stand for the accommodation of members and their lady friends.

Mr. J. W. Kinghorn is the secretary of the Hongkong Engineers Football Club, not Mr. Ritchie as stated last week. The latter gentleman is Captain. This club, we are told, has already obtained a membership of about 200, which must be very gratifying to its promoters. It is erecting a mat-shed dressing-room for its members, and has also obtained permission to put up a stand, which privilege is intended to be availed of by and bye. Its first practise took place on Saturday.

THE HONGKONG FOOTBALL CLUB'S SIX-A-SIDE COMPETITION.

During the week six more games have been decided in this competition, which leaves nine more to be played before completion. There has been an improvement in the goal getting abilities of the players as 14 goals have been scored in the 6 games against only 7 in an equal number of games in the preceding week.

We regret to state that in a match between teams captained by Greene and Mayson on the 9th the latter had the misfortune to receive an injury to his knee and the game was in consequence abandoned without score 3 minutes before time. Permission was given for it to be replayed, which was accordingly done on the 12th, when Danby took Mayson's place. This time play went in Greene's favour and he secured the verdict by 2 to 0.

The games played during the week and their results are:—

Oct 9th	Noble beat Looker	2 to 0
" 9th	Mayson v Greene uncompleted.	
" 10th	Pinckney drew with Lowe	1 to 1
" 11th	Looker drew with Kew	2 to 2
" 11th	Noble beat Mayson	2 to 0
" 12th	Greene beat Pinckney	2 to 0
" 13rd	Greene beat Mayson	2 to 0

Below we give table showing state of competition at date:—

	Played.	Won.	Lost.	Drawn.	Goals for.	Against.	Points.
Noble	3	3	0	0	5	0	6
Greene	4	3	1	0	6	1	6
Kew	3	1	1	1	3	3	3
Mayson	4	1	2	1	1	4	3
Lowe	2	0	0	2	1	1	2
Looker	4	0	2	2	3	7	2
Pinckney	4	0	2	2	2	5	2

Noble's team has worked its way to the head of the table, having won all its three games without a goal being recorded against it. It has a troublesome rival, however, in Greene's team, which is shewing excellent form just now, and although Noble has a game in hand he will have trouble to retain his position.

Lowe's team, which has only played two games as yet, is also still in the running.

The following list of points it is yet possible for the different teams to score is rather interesting.

Noble	12 points
Greene	10 "
Lowe	10 "
Kew	9 "
Mayson	7 "
Looker	6 "
Pinckney	6 "

THE V. R. C. SIX-A-SIDE COMPETITION.

This is not progressing as well as might be wished, as some of the players are either unable, or make no effort, to attend when their sides are engaged. Of four games set down for the week only two were played, Craig beating Henderson by 2 goals to one and drawing with Smillie, with no score. On the 13th Tuohy's team failed to put in an appearance to meet Smillie and on the 14th Duncan was unable to muster his team to meet Yule. Under these circumstances we do not publish the table of results.

CRICKET.

OVER 27 V. UNDER 27.

This match resulted in a draw, there not being time to play it out. J. E. Lee made the top score, compiling 93 before he was caught by Wood. His score included two 6's, six 4's, three 3's, seventeen 2's, and fourteen 1's. F. Maitland headed the list among the Veterans, having 66 to his credit. He got four 4's, one 3, seventeen 2's, and thirteen 1's. Score:—

UNDER 27.	
Lt. Strong, R.M.L.I., l.b.w. Mackenzie	27
J. E. Lee, c Wood, b Grimble	93
Lt. Castle, R.A., c Deacon, b Mackenzie	2
J. A. Ross, c Waymouth, b Ward	11
H. E. Green, c Grimble, b Mackenzie	8
H. C. R. Hancock, c Ward, b Waymouth	20
Lt. Wilkinson, R.A., b Waymouth	1
R. G. Gerrard, b Waymouth	9
Lt. Lewis, R.A., run out	16
Lt. Izat, R.A., c and b Waymouth	3
J. Grant Smith, run out	25
Lt. Thomson, R.A. not out	13
Extras	6
Total	229

OVER 27.	
F. Maitland, b Ross	66
E. Benn, R.N., run out	0
W. L. Gill, R.N., b Ross	8
Major Griffin, R.A., c Izat, b Strong	7
A. G. Ward, c Hancock, b Lee	0
Capt. Waymouth, R.A., c Izat, b Ross	23
A. Mackenzie, not out	21
D. Wood, c Lewis, b Hancock	1
F. B. Deacon, c Ross, b Strong	2
Rev. F. J. Johnson, not out	1
G. Grimble } did not bat	
Dr. Swan	14
Extras	14
Total	143

BOWLING ANALYSIS.

UNDER 27.					
	Overs.	Maid.	Runs.	Wides.	N.B. Wickets.
Benn	5	—	35	—	—
Waymouth	17.1	1	40	—	4
Gill	4	—	34	—	—
Mackenzie	11.1	1	50	—	3
Swan	4	—	14	—	—
Ward	3	—	15	—	1
Grimble	6	2	15	—	1

OVER 27.					
	Overs.	Maid.	Runs.	Wides.	N.B. Wickets.
Strong	19	7	27	—	2
Ross	17	4	35	—	3
Lee	8	1	27	—	1
Green	5	—	26	—	—
Hancock	7	—	14	—	1

THE ROYAL HONGKONG GOLF CLUB.

QUARTERLY MEETING.

The ties in the various events of the meeting have been played off, Mr. G. Stewart taking the MacEwen Cup and Pool, and Mr. P. de C. Morris the Bogey Cup.

HONGKONG RIFLE ASSOCIATION.

The October competition for the Pearson Cup and Spoons was held on Saturday afternoon, 21 members taking part. Mr. A. H. Skelton registered his first win for the Cup with a score of 96. Ar. Sgt. Blair's score of 98 was the best, but as will be seen he is penalized 5 points, having already two wins to his credit. Scores:—

	200	300	400	500	600	Total.	owing	Total.
Mr. A. H. Skelton	30	32	34	96	—	96	—	96
" Marshall	30	34	33	37	—	94	3	94
Ar. Sgt. Blair	93	34	31	98	—	98	5	98
Mr. Stackwood	32	30	31	93	—	93	—	93
" Toller	32	29	26	87	—	87	—	87
" Grey	28	27	31	86	—	86	—	86
Col. Sgt. Jones, R.W.F.	27	31	28	86	—	86	—	86
Mr. Klinck	30	30	25	85	—	85	—	85
Corpl. Hills, R.E.	34	28	27	89	—	84	5	84
" Jenner, R.E.	29	27	27	83	—	83	—	83
Mr. Read	31	29	23	83	—	83	—	83

Winners of Spoons.

	200	300	400	500	600	Total.	owing	Total.
Ar. Sgt. Blair	33	34	31	—	—	98	—	98
Mr. Marshall	30	34	33	—	—	97	—	97
" Skelton	30	32	34	—	—	96	—	96
" Stackwood	32	30	31	2	—	95	—	95
" Grey	28	27	31	6	—	92	—	92

CANTON INSURANCE OFFICE, LIMITED.

The 18th ordinary general meeting of shareholders in the above company was held at the office of the General Agents (Messrs. Jardine, Matheson, and Co.) on Saturday at noon. The chair was occupied by the Hon. J. J. Keswick and there were also present the Hon. C. P. Chater, Messrs. D. Gillies, H. L. Dalrymple, F. Maitland (Consulting committee), G. T. Veitch (Secretary), J. C. Peter, J. H. Cox, W. A. Cruickshank, R. C. Wilcox, B. Byramjee, Ho Tung, R. M. Mehta, E. C. Emmett, J. M. G. Pereira, Ho Fook, J. Thurburn, Ho Kom Tong, Chen Sam, Lo Cheung Shiu.

The SECRETARY read the notice convening the meeting.

The CHAIRMAN said—Gentlemen, with your permission we will take the report and statement of accounts, (which have been in your hands since the 3rd inst.) as read. At the last annual meeting my predecessor in the chair had occasion to regret the unprofitable outturn of the year's working, which necessitated the withdrawal of \$150,000 from the reserve fund, and although the accounts now before you show a considerable improvement, yet the profit is such that after providing for the proposed dividend of \$11 per share, the balance remaining is insufficient to enable us to make a return to our constituents in the shape of a bonus, and we have deemed it better to carry it forward to strengthen the present year's account. For the 15 years previous to 1897 we returned bonuses averaging over 18 per cent. Since then, in addition to abnormal losses, rates have been on

the downward grade and we have found it quite an impossibility to make any return, which of course is a matter of much regret to us. The fact is, that at the present time rates of premium are too low, and until a very radical improvement in rates sets in, of which unfortunately I see no present prospect, the outlook for the future of marine underwriting is not what could be desired. As regards the present year's working, it is certainly to date in a better position than 1898 at a similar period, but it is impossible for me to forecast the probable result; all I can hope for is that we may not meet with such a series of heavy losses as was the case during the closing months of 1897 and 1898. You will have noticed from the accounts that our investments have undergone a considerable change. We sold our holding of Indian Government stock at a profit and invested the proceeds, together with mortgage funds repaid, in the purchase of United States bonds of the 4 per cent. loan repayable in 1925, which I trust you will approve of, as a better security it would be impossible to find. These bonds are deposited with the United States Government and form a permanent gold investment returning us rather better rate of interest than the Indian loans. As regards our mortgages, our surveyors have made their annual report and are quite satisfied that in each case there is ample margin for the advances made. Before moving the adoption of the report and accounts, I shall be pleased to answer any questions addressed to the chair.

No questions were asked, and the CHAIRMAN moved the adoption of the report and accounts.

Mr. THURHURN seconded.

Carried.

Mr. Cox proposed the confirmation of the appointment of Messrs F. Maitland and E. Shellim to the Consulting Committee, and the re-appointment of Messrs. Dalrymple, Gillies, and Chater to the Committee.

Mr. PETER seconded.

The CHAIRMAN—I may mention before putting this resolution to you that Mr. Shellim has left the firm of David Sassoon Sons and Co. and joined the firm of S. J. David and Co., but this motion refers, of course, to his appointment up to the period.

The motion was carried.

Mr. Byramjee proposed the re-election of Messrs Fullerton Henderson and W. H. Potts as auditors.

Mr. Ho Tung seconded.

Carried.

The CHAIRMAN—I am much obliged to you for your attendance, gentlemen. That concludes the business of the meeting. Dividend warrants will be ready on Monday next.

JELEBU MINING AND TRADING CO., LIMITED.

The twentieth ordinary general meeting of the Jelevu Mining and Trading Co., Limited was held at Singapore on the 7th October, for the purpose of receiving the directors' report and accounts for the half-year ended 6th August, 1899.

Mr. Arnot Reid presided and amongst those present were Messrs. W. Ewald, H. Hilton, Vogler, W. Windrath, Macdougall, See Hee, the Hon. Dr. Lim Boon Keng, and others.

After the minutes had been read, Mr. Arnot Reid said—Gentlemen, it is my duty to place before you the report and accounts of the Company for the recent half-year. Since the report and accounts have already been in your hands and have been also published in the newspapers, I will, with your permission, take them as read. You will see that upon alluvial ore during the half-year we made a profit of \$15,000, which has gone to reduce the debit balance carried forward from operations in Burmah. While the alluvial is likely to continue a small and moderately profitable business, it is, as we have often told you, to lode mining that we look for the future of the Company. At the Rin Lode, we have a mine and we have machinery that have cost us \$117,000, although they only stand in the Company's books as \$98,000. We have 4,500 tons of lode stuff at grass, and we have 65,000 tons in sight, and we hope to begin crushing within about three weeks from now. If you ask me what profit we

are going to make out of this lode mine, I am unable to give you a definite answer. But it may interest you to know that I have in my possession an envelope subscribed "June, 1898," in which I made certain calculations about the Jelebu Rin Lode. I made those calculations then because, shortly after that, I was going to set out for a journey through Siberia; and I desired to decide what investments I might safely leave behind me. Well, examining these calculations I find that, as regards the cost of getting the ore and the quality of ore, the present state of the mine is pretty much the same as it was estimated to be in June of 1898. Labour is more costly: but the important difference is that, whereas my calculations in 1898 were based upon selling refined tin at £70 a ton, the same tin can now be sold for twice that money. It may, therefore, be fairly considered that we have now to expect a large profit; but, of course, it cannot be a very large profit while we work with only ten heads of stamps. Fortunately, we have known that we would want a great many more than ten heads, everything has been arranged so that additional stamps can be put up without unreasonable cost or delay. At the present moment, we have no money to put down additional heads of stamps, even if we wanted to do so. But we don't want to do so until we see how the first ten heads work. If the crushing is satisfactory, we will order further heads and will probably get enough tin to pay for them. If that, however, should be impracticable, there will be no difficulty about the requisite finance. But, personally, I would, if possible, prefer that the additional stamps needed should be paid for out of the stampers that are at work. Gentlemen, I have my own ideas as to what prospects we may expect, but I am not prepared to state those ideas since they are, to a large extent, based upon my calculations as to the probable price of tin. But I may fairly say to you that, if tin remains at £140 per ton, and if the Jelebu lode stuff averages out as the mining manager leads us to expect, and if the lode is as definite and lasting as it seems likely to be, then you have in the Rin Lode a truly profitable tin mine. On the other hand, I would beg you to remember that lode-mining for tin in a country where there have been practically no lode mines is necessarily entering into the unknown, out of which there may come anything, including disappointments. If the price of tin remains at the present height, and if the lode remains as our mining manager estimates it to be, then before the Company there lie great potentialities of wealth. On the other hand, I beg that you will remember that anticipations are not to be treated save as anticipations; and that it would be exceedingly unwise if you should calculate on those profits until you have earned them. The earnings of the Rin Lode are still in the womb of the future; and what the future may bring forth, no man knoweth.

The Chairman proposed that the report and accounts be adopted.

Mr. Windrath seconded, and the proposition was carried.

The Chairman expressed his willingness to answer any questions, but none being forthcoming, he thanked the members for their attendance and the meeting terminated.—*Straits Times*.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

CONQUEST AND LANGUAGE.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—In a recent issue of your valuable print I read that British military officers are going to study Chinese. Now, from a conquering, capturing point of view, this is a mistake. Why? Because when a man studies Chinese he gets civilised and becomes more or less of a Chinaman and doesn't feel like doing harm to any one, least of all to the Chinese themselves! Besides, it's opium. The more you get the more you want, until you can't live without it. Did we begin to conquer India by studying language? Did we capture Egypt by learning Egyptian? And now that we are going to run the Boers through the softest part of their

organisation, what do we know about their language? Nothing! And the only way is to knock people, or nations, on the head first, and tackle their language afterwards, if you want to do it at all. Because if you begin at the other end the event will never come off. When you learn a people's language you naturally begin to sympathize with that people, and don't want to do them any harm.

However, for my part, I'm glad to see it, as having swallowed a considerable quantity of the drug myself, I've no particular wish to see that peaceable, industrious, long-suffering, and much to be pitied, though often-times admired people, upset, disturbed, and generally maltreated and robbed of their land.—Yours truly,
LOTUS.

Canton, 18th October, 1899.

THE COMPETITION IN THE FORMOSA SHIPPING TRADE.

Twatutia, 11th October.

We hear the Osaka Shosen Kaisha are contemplating the running of some intermediate steamers on its Hongkong-Formosa line, and also the initiation of a Foochow-Formosa service, in opposition to the Douglas Steamship Co., which at present has a practical monopoly of the trade between this island and Foochow. The O.S.K.'s steamer running on the North China line will, it is said, be transferred to this line as soon as the winter sets in. A new steamer (tonnage 1,500 tons gross) has also, it is said, been ordered from the Kawasaki Dock Co., and the Co. is about to place an order for another.

Mr. Nakahashi, President of the Osaka Shosen Kaisha, arrived here by the *Akashi Maru* via Okinawa on Saturday last. He has come to the island, we are told, to make a thorough investigation as to the arrangements which are necessary to compete with the Douglas Steamship Co. He is also, we understand, to make inquiry as to the advisability of establishing branch offices at Taipei and the Pescadores, and of increasing the number of calls of the Company's steamer at Takow. He will stay here about three weeks.—*The Formosan*.

LAUNCH OF ANOTHER YANGTSE STEAMER.

Shanghai, 11th October.

The second steamer to the order of Messrs. Arnhold, Karberg & Co. for the Shanghai-Hankow trade was successfully launched from Messrs. S. C. Farnham & Co.'s Cosmopolitan Dock yesterday afternoon. The tug *Samson* left the Nanking Road Jetty at 3.25 with a number of guests and arrived at the yard a few minutes to 4 when it was intended to perform the ceremony, but the navigation on the river caused a detention, the vessel not taking the water until 4.40. The Christening was prettily preformed by Miss Florence, the little daughter of the Dock Co.'s manager, Mr. Geo. Peebles. After the vessel, which was named *Sui-an*, was water borne and in safety, the company adjourned to a shed where refreshments were laid out, when neat speeches were made and toasts drunk to the success of the vessel, her owners, and her builders. The *Sui-an* will be a sister ship to the *Sui-tai* launched a fortnight ago by the same builders.—*N. C. Daily News*.

CHINA PREPARING TO RESIST AGGRESSION.

Shanghai, 12th October.

The Chinese authorities evidently anticipate trouble with the Italians in the near future, for, according to an official dispatch received from Hangchow by the local mandarins, Governor Liu of Chekiang wired on the 10th instant to Brigadier-General Yü, in command at Taichou, to abandon the search for the fugitive adherents of Ying Wan-te, to mobilise all his troops at Taichou, and prepare to resist a possible aggressive movement of the Italians in that vicinity. Former Shanghai Taotai Li Kuang-chin, who is now Provincial Judge of Chèkiang and also Generalissimo of the territorial forces of that province has also received a wire from Peking to hasten with all his available troops to the sea coast and mass them at certain important points near Wenshow.—*N. C. Daily News*.

THE SETTLEMENT OF THE KIEN-NING CASE.

Foochow, 7th October.

We are glad to hear that the terms of settlement re the Kien Ning case have now been agreed upon by H.B.M.'s Consul and the Chinese Authorities. If these terms are adhered to it is little likely that there will be any repetition of the rioting and disorder which occurred some months ago and we may hope that our missionaries will be allowed to carry on their work of healing and teaching in peace and quietness. The terms of settlement are as follows:

1.—The alleged murderers of the Native Christians are to be brought to Foochow for trial. The trial to take place in the presence of H.B.M.'s Consul and one or more of the missionaries. Other participators in the riot or the ringleaders to be sentenced to imprisonment by the local authorities.

2.—A bond is to be entered into by the controllers of the 24 Lien Kak at Kien Ning guaranteeing peaceable residence to the missionaries and the Native Christians. Such bond to be signed in the presence of H.B.M.'s Consul and of two of the missionaries at Foochow and sealed by the High Provincial Authorities. It is also to be signed and sealed by H.B.M.'s Consul. The chief superintendent of the 24 Lien Kaks and the next in authority to be brought to Foochow to sign said bond.

(This Bond was signed and all the above conditions carried out on Monday last at the Yamen of the Provincial Judge, Mr. Playfair, the Rev. H. Lloyd, and Dr. Rigg being present.)

3.—Compensation is to be paid for all losses and expenses incurred.

4.—A stone tablet is to be erected in the city of Kien Ning on which the toleration clauses of the Treaty of Tientsin are to be inscribed.

Foochow 14th October.

Following our notice last week of the settlement made by H.B.M. Consul with the Chinese Authorities regarding the late Kienning riots, we have now to record that the trial of the murderers took place in the Prefect's yamen on Tuesday last, Mr. Mackinnon, representing H.B.M. Consul, and the Rev. L. Lloyd, representing the Church Missionary Society, being present.

The two prisoners had made a full confession of their guilt, and this confession having been written out, was read to each of them separately in Court.

They acknowledged the correctness of this recorded statement, and, as is usual in such cases begged that they might be leniently dealt with.

The substance of the confession made was as follows. The first and principal criminal, Tiong Mwoi Kiang, said—I am a native of Kienning city and an assistant tipao. On the day of the riot I was in an opium shop smoking, when I heard that the Foreign hospital was being pulled down. I at once proceeded to the spot and with others seized two men, who were climbing out of a water vat, beat them, and pushed them into a cesspool. On their escape from the pit we seized and bound them, and then stoned them to death. I hit one—a Foochow man—on the head. I then returned to the city and with three others caught a man just going into the Hospital. We searched him and found eight dollars on his person. We then dragged him outside the city gate and beat him to death and threw his body into the river.

The second prisoner U King Seng was a boatman, native of the Kiangsi Province. His confession was much shorter. He stated that as there was some doubt whether the man mentioned above was really dead he helped to drag his body into a boat and then stabbed him with a knife used to cut up their food.

Sentence was not given at the time of the trial, but no doubt will shortly be announced by the Viceroy.—*Echo*.

The *Singapore Free Press* of the 5th October says:—The *Ching Wo*, which was here some time ago with coolies from Amoy, and went back to that port, came in again this morning with passengers. She discharges some of her homeward cargo here and goes to Port Pirie to load.

THE BOMBAY YARN TRADE WITH CHINA.

AN EXPERT'S VIEWS UPON ITS FUTURE.

We take the following article from the *Times of India* :—

In the present critical condition of the mill industry of Bombay, the future prospects of the Indian yarn trade with China have become a matter of vital interest for local shareholders and millowners. Upon the China trade the Bombay mills still depend in a very large measure. The last available returns show the exports of cotton twist and yarn from the port of Bombay to have attained an annual value of 504 lakhs of rupees. Of this quantity, not less than 557 lakhs worth was sent to Hongkong and the Treaty Ports. During the past twelve months there has been considerable controversy regarding the future of this lucrative trade. On the one hand, there have not been wanting prophets of evil who have predicted its early collapse. The Bombay millowners have been adjured to turn their attention at once to the spinning of finer counts, in order to prepare themselves for the time when their coarser products would be thrust out of the markets of China. On the other hand, more cheerful counsel has been proffered by a party of extreme optimists, led by Sir George Cotton, who recently expounded a highly favourable view of the future of the yarn trade with China, at a meeting of the Millowners' Association. We took occasion to differ from some of the statements Sir George Cotton then advanced, while acquiescing in the hopeful conclusions at which he arrived. Our comments had reference mainly to points of detail, and not to the general opinions expressed, with which we were in complete accord. Our own view upon this important subject has been more than once summed up by us in the statement that the Bombay exporters might look for a continuance and even an expansion of the yarn trade with China, for a period the end of which is certainly not yet in sight.

But in spite of the amount of discussion expended upon the China yarn trade, it has remained obvious that considerable difference of opinion regarding its future prevailed among Indian experts. The existing perplexity has not been lightened by the contradictory reports emanating from British Consuls in China during the last year. While a Consul in one Chinese commercial centre would declare that his district Indian yarn was in greater demand than ever, another Consul in an adjoining province would report that imports of Indian yarn were rapidly diminishing in his neighbourhood. To select a couple of examples at random, it may be noted that the Consul at Ichang reported that purchases of Indian yarn fell off, while consignments of Shanghai yarn were received in increasing quantities, because Chinese officials interested in the Shanghai mills were favouring the native product. Yet a week earlier a report had been issued from the Acting-Consul at Amoy stating that in that locality Shanghai yarn "was unable on account of its higher price, to compete with the yarn from India and Japan." Instances of these varying opinions might be multiplied, and there is a possibility that the conflicting accounts may have had an unsettling effect upon commercial opinion in Western India. We have, therefore, entered into communication with a gentleman resident in China in order to obtain an authoritative expression of his views upon a topic of so much interest to Bombay; and he has been good enough to forward to us for publication detailed answers to the series of questions we addressed to him. The name of our informant is a household word in the Far East. He is familiar with every important trading centre in China, his experience of things Chinese extends over many years, and he has enjoyed exceptional opportunities of forming accurate and unbiased opinions upon commercial questions. We may commend his views to the careful study of all who are interested in maintenance of the Bombay mill industry.

Our first enquiry was whether, in our correspondent's opinion, the Bombay trade with China is at all endangered as yet. His reply is:—

"Up to the present there are no indications that the Bombay yarn trade with China is threatened. Over a series of years it has

steadily increased, in the face first of Japanese competition, and more recently of Shanghai competition. I am disposed to predict that the Bombay trade will continue to increase as long as the fiscal conditions remain as they are. As to this I shall say more later on."

We then asked:—"Is the Shanghai mill industry likely to develop very much in the near future, and will it be able to thrust Bombay yarn out of the market?" Our correspondent's answer is:—

"I think it is very unlikely that the Shanghai mill industry will increase. The results have been very discouraging. Some of the mills have paid a dividend, but it is admitted that this was not paid out of the legitimate profits on the working of the mills. The shares of all the mills are at a heavy discount, and the prospect is distinctly gloomy. The profits would have to be considerable for a term of years before foreigners would again invest their money in this industry; and the Chinese owned and managed mills are so far behind the foreign mills that I do not think Chinese capitalists will again be induced to employ their money in this direction."

Our third question was:—"Will not the impending opening-up of further markets in China give favourable opportunities to Bombay exporters, as has been the case at Wuchow?" Regarding this point, our informant writes:—

"The consumption of yarn is sure to increase as facilities of communication increase, and as illegal taxation is suppressed. It is not only that at present there are physical and official difficulties in the way of foreign trade expansion; but the native's capacity for buying is restricted by his inability to make the most of the resources of his country. What is generally known as the 'opening up' of the country—that is, the working of mines, construction of railways, development of manufacturing industries, will provide work for many idle hands, and enable them to purchase more freely. The Wuchow figures—as those of other new ports—may be misleading. What, in the foreign Customs' returns, is now credited to Wuchow, formerly was included in the Canton or Kowloon returns. It is largely a matter of book-keeping. Formerly steamers could not go beyond Canton; from there, goods were distributed by junk; of junks the foreign Customs take no cognizance; so Canton was looked upon as the consumer. Now, if goods are re-shipped from Canton by steamer the Customs take notice of the fact, and the further port, instead of Canton, gets the credit of having consumed them. Again, the Wuchow Consul may vanquish the Wuchow mandarins over some likin fight, and the Canton Consul may be less successful; so a good many districts may be supplied *via* Wuchow, which ought naturally to be supplied *via* Canton. A new port brings about a transference of trade, and a re-arrangement of Customs statistics, but very little absolutely new trade."

Our correspondent proceeds to point out that whether Chinese mills can beat Bombay mills must depend on the cost of raw cotton, the manufacturing expenses, and the differential duty. As to the cost of cotton he makes the following important observations:—

"Here I think the Shanghai mills will always be at a disadvantage—that is, they will never be able to buy at the 'natural' price. The foreign managers don't attempt to buy at first hand; if they attempted to have direct relations with the cotton growers they would be defeated by combinations, intimidation of the Chinese sellers, and all the usual Chinese knavery. So they have to buy in the Shanghai market. The foreign managers ought to be able to combine as successfully to keep down prices as the native brokers do to keep up prices. But they don't, and the reason is that the Chinese ring can terrorise over any backslider, and wreak vengeance on him. Foreigners cannot do that. The foreigner's safety valve is that he can import raw cotton from India or America, but Shanghai mills were not erected with this object; and if it comes to importing Indian cotton it is simpler to import the ready made Indian yarn."

Upon the question of manufacturing expenses he remarks:—

"On this subject I cannot speak with knowledge; but, up to the present, the Chinese labour has not proved as good or as cheap as was

expected. The tendency throughout China is for wages (in silver) to rise. Copper cash in silver are dearer, and workmen require higher cash wages; so wages are rising in a double way."

Discussion of the subject of taxation opens up large and somewhat complicated considerations, regarding which our informant observes:—

"Native yarn has very little advantage over foreign yarn. Bombay yarn now pays 2 1-10 Haikuan taels per bale of 400 lbs. on importation; under transit pass regulation, which is not always respected, it may be cleared to an inland market on a further payment of 1 1-20 tael. Native yarn has now the option of paying 2 1-10 taels, and being franked through to any destination; or it may pay nothing at the outset, and take its chance of the likin taxation along the journey. If, however, it is transported by any craft coming under the foreign Customs it must pay the 2 1-10 taels. So far I should say that foreign and native yarns are much on the same footing. Native yarn made of Indian cotton is at a disadvantage, for an import duty has to be paid on the raw cotton for which no allowance is made afterwards. This duty is 3-10 taels per 400 lbs. This taxation of native yarn is not a matter of international convention. The Chinese may do as they like; and one disadvantage under which native yarn labours is that foreigners cannot, as in the case of foreign merchandise, take up the cudgels on behalf of some Chinese friend, and appeal to his Consul for rights. The Chinese Government might, if it was enlightened, encourage native industries, and abolish all duties; but this is not their way; and of this there is very little prospect."

There is, however, one possible danger to the Bombay trade, lying concealed in the prospect of tariff revision. It will be observed that our correspondent, who has a sincere desire to promote the well-being of China, discusses it from a standpoint not likely to appeal to Bombay merchants. He writes:—

"When tariff revision comes on, import duties all round will probably be raised; and here Bombay may suffer. As it is 2 1-10 taels is not the 5 per cent which was meant to be the basis of the existing tariff. The basis of the future tariff will probably be 10 per cent., and on these terms Bombay yarn would pay on entry about 7 taels. If the Chinese Government wish to foster native industry 7 taels would be a big margin; but, probably, the British negotiator would be instructed to see to this. This is against my views, for I would foster Chinese industries to the utmost; it would repay us in the long run; but, in Bombay that case, would have to be sacrificed to the good cause."

Finally, we may add that we made some enquiries as to the possible development of the mill industry at Hongkong, and the effect it might have upon the important trade in Indian yarn now carried on up the West River. One correspondent, who evidently has much faith in the future of the Hongkong mills, writes on this point:—

"I think the Hongkong mills (there is only one at present) are not in such a good position as the Shanghai mills. Labour is certainly dearer. If they use Chinese cotton they must pay export duty in China, and import duty again on the finished article; and if they import Indian cotton, they may as well import Indian yarn at once."

It will be perceived, upon a careful perusal of this interesting and valuable communication, that the authority whose views have been vouchsafed to us has a cheerful faith in the continuance of the Indian yarn trade with China, fully equal to the robust optimism of Sir George Cotton. Our correspondent's opinions will, we trust, help to bring about that reassuring influence of which the Bombay mill industry stands in such urgent need at the present moment. The real menace to the Bombay yarn trade proceeds from within, owing to the unsound financial basis upon which the industry has been built up.

We used to hear a great deal of praise of the fine roads of Macao, but we notice that the road leading to the Boa Vista Hotel, one of the most frequented by foreigners, is in a most wretched condition and a positive danger to persons passing in and out of the entrance of the Hotel.

SERIOUS RAILWAY ACCIDENT IN JAPAN.

MANY KILLED AND INJURED.

A serious accident occurred on the Japan Railway on the 7th October. The papers containing the first accounts of the disaster have not yet come to hand, but from references in later issues we gather that the train dashed over the Hokigawa Bridge.

The Tokyo correspondent of the *Kobe Chronicle*, writing on the 10th October, says:—

The serious accident on the Japan Railway on Saturday last continues to be the burning topic of the day. Up to yesterday afternoon twenty bodies were recovered and vigorous search is being made for the rest of the passengers, who are estimated at 100. The hypothesis is that on the cars reaching the bottom of the stream the men became frantic in their efforts to escape through the windows, and were drowned or swept off by the swift torrent. One witness, a survivor of the awful accident, says that he saw about seventy passengers in one car alone and that many were washed away. Their appeals for assistance were heartrending as they were rapidly swept away by the swirling water. If this statement is correct, there must have been, at least, 200 passengers in the train, but the railway company is firmly persuaded that the number does not exceed 100 at the utmost. A large number of spectators from Tokyo and elsewhere, and the relatives or friends of the wounded or killed, have assembled at the scene of the disaster, the latter being carried by the railway without charge to the place. All the wounded have been removed to the Utsunomiya hospital.

The *Japan Mail* of the 11th says:—The latest intelligence up to Tuesday forenoon from the scene of the disaster at the Hokigawa Bridge puts the total number of casualties at 81, but does not distinguish between fatalities and injuries. Another account, however, which is apparently trustworthy, alleges that, up to 2 p.m. on the 9th instant, 18 dead bodies had been recovered and that forty wounded persons were receiving treatment. This account adds that 10 escaped without injury. If the figures be correct, it is to be feared that the list of casualties will grow, for only 68 persons are thus accounted for out of the whole train-load. There is a strong disposition in some quarters to hold the railway authorities responsible. The Chief Judge of the Local Peace Court, at whose instance a public procurator visited the scene, has expressed the opinion that the couplings were bad, and that the distribution of the cars was also injudicious. The heavy baggage-waggons, which remained on the line and did not meet with any accident, were all grouped together instead of being distributed among the passenger cars. He claims, too, that due precautions were not observed as to slackening speed. Doubtless an investigation will be held. There never yet occurred a railway catastrophe that did not suggest accusations of this nature.

The *Kobe Herald* of the 12th says? Further developments in connection with the lamentable railway disaster at Hahakigawa came to-day. The Railway Bureau summoned Mr. Mori Juseke, Director of the Nippon Railway Co., yesterday and enquired about the disaster. Messrs. Nomura and Nishi, Engineers of the Railway Bureau, who were sent to the scene of the wreck, returned to Tokyo on Tuesday night. They were particularly instructed to investigate as to the cause of disaster so that the Bureau can decide whether it was an unavoidable accident or caused by the fault of the Company's employees. The Board of Directors of the Nippon Railway Co. met on Tuesday and decided to hold a religious service at the scene of the disaster on Friday, that is, a week after the accident; and to contribute yen 1,000 towards the expense. A number of the directors were delegated to make kind enquires at the Utsunomiya Hospital where the wounded are lying and thence they will proceed to attend the service for the dead.

H.M.S. *Brisk* arrived at Shanghai on the 10th October, having received orders at Kiang, when bound up the Yangtze, to return to Shanghai. After coaling she was to proceed to Weihaiwei.

JAPAN-SE KLONDYKE.

HOKKAIDO A CERTAIN GOLD FIELD.

The *Japan Mail* says:—There is no longer any room to question the fact that gold in considerable quantities is being found in Hokkaido. The locality is the extreme north of Teshio province in the neighbourhood of Soya Cape. It is called Esashi—not, however, the well known port of the same name, also in Hokkaido. We can not learn how the existence of the precious metal was originally discovered, but undoubtedly it is there in paying quantities, and numbers of diggers are trying their fortune. On the 19th of August a police inspector proceeded from Wakanai to the locality. The miners, of whom the great bulk had no license, obtained news of his coming and fled into the hills. They are said to be very skilful in evading pursuit, but it is scarcely conceivable that any very resolute efforts have been made to capture them. Peichin is plainly one of the richest spots hitherto found. Twelve hundred and eight persons received permits to work there between May 2nd and August 27th on condition of paying from 2 momme to 3 momme of gold monthly; that is to say, from 10 to 15 yen approximately. At Pankenai the charge for a permit is only 1.2 momme. Nineteen hundred and seven permits were taken out originally at the latter place, but successes achieved must have been comparatively small, for only 167 diggers remain at work. Taikio and Omoroshu are also mentioned, 672 persons having obtained claims at the former place and 170 at the latter. Concerning the successes achieved, we read that a company of twelve men—the Morigumi—took out 1 kwan 600 momme of gold—13½ lbs.—in fifteen days, and nuggets are spoken of weighing from 21 momme to 134 momme—1,218 grs. to 777.2 grs. The place is regarded as a second Klondyke.

THE TIDAL WAVE IN SHIZUOKA PREFECTURE.

The special correspondent of the *Osaka Asahi* sent to the scene of the tidal wave disaster in Shizuoka prefecture, writing on the 8th from Tagonoure, says:—

Heavy rain, accompanied by a strong wind, was experienced from about 11 a.m. on the 7th inst., gradually increasing in fury till about 2 p.m. The waves seemed mountains high, appearing to rise 8 or 9 feet above the tops of the matsu trees planted along the road by the sea coast, themselves over 80 feet above sea level. The water rushed into the fields and made a vast lake, engulfing crops and houses. At Shinhamamaru 28 people were drowned, 16 are missing, and over 50 were injured more less. None of the people of the 90 houses in the village escaped unhurt, and all their houses and furniture suffered destruction. At Mayeda Shinden 23 persons were killed, 11 are missing, 18 are severely injured, and some 10 slightly injured.

The saddest case was at Shinhamama, where the family of a man named Tokita Heiyemon, six in all, were, with the exception of a girl 12 years of age, carried away by the water and drowned. The surviving child is very severely injured and her recovery is said to be doubtful. —*Kobe Chronicle*.

FOOCHOW NOTES.

[FROM OUR CORRESPONDENT]

In the Foochow notes that appeared in the *Daily Press* of the 26th September Mr. Consul Gracey was stated to have obtained the loan of the Viceroy's body guard, etc., on the occasion of the visit of the U.S. Minister to Foochow. This is not quite correct. The reception was by the Chinese authorities, who, on being notified from Peking that the visit was to be made, requested the U.S. Consul to be permitted to place a launch and houseboat at his disposal to bring the Minister from Pagoda Anchorage. They also sent officials and the body guard to the Custom House to meet him and escort him to the U.S. Consulate.

By the Indo-China steamer *Suisang*, now on her passage up from Singapore, a large staff of surveyors will arrive from India to commence the complete survey of the New Territory.

MACAO.

[FROM OUR CORRESPONDENT].

Macao, 19th October.

H.E. the Governor of Hongkong arrived on a visit to Macao last Friday and stayed at the Boa Vista Hotel. On Saturday His Excellency went out in the Hotel launch for a day's shooting. On Sunday he called on H.E. Senhor Galhardo, Governor of Macao. On Tuesday a circular was issued by Senhor Galhardo requesting all Government employes to be at the steamer wharf to see Sir Henry Blake off on Wednesday morning, and accordingly the wharf was crowded. Senhor Galhardo was unable to be present in person, as he is suffering, as he has been for some weeks past, from a severe chill and fever. A guard of honour was drawn up at the entrance to the wharf, under the command of Captain Silva, and the usual salute was given as H.E. Sir Henry Blake arrived at the wharf. His Excellency inspected the force, the band meanwhile playing "God save the Queen," and then went on board. As the steamer passed San Francisco fort a salute of seventeen guns was fired.

Senhor Galhardo has been advised by his medical attendant that he requires rest, and His Excellency and family are accordingly going to stay at Colowan for a while.

Cases of robbery and piracy have recently occurred in villages in the neighbourhood of Macao and some of the men alleged to be implicated have been arrested by the police here. The pirates are at our gates and the authorities should see that the city is well policed. As things are now there are parts of the colony where, owing to the absence of police, raids could be made by the pirates and much property carried away before any assistance would be likely to arrive.

HONGKONG.

The only cases of communicable diseases reported last week were two of enteric fever, one of which was on board a ship.

The appointment of Mr. Basil R. H. Taylor to be Assistant Harbour Master, with effect from the 22nd September, is gazetted.

Mr. J. J. Francis, Q.C., returned from Australia on Thursday by the *Kasuga Maru*, looking much better for his trip, we are glad to say.

The maximum temperature last month was 89.8, on the 20th, and the minimum 71.6 on the 28th and 29th, the mean for the month being 80.3. The rainfall amounted to 6.305 inches.

We hear that a scheme is being discussed for opening a school for German children in Hongkong. The German community at Shanghai maintains a school of its own.

The U.S. transport *Victoria*, late of the Northern Pacific, arrived in Hongkong on Tuesday morning from Manila, in ballast. She is here to discharge her Chinese crew and will depart immediately for San Francisco for another load of horses.

At the Magistracy on the 13th inst. Henry Fleury, a private in the Royal Welch Fusiliers, was sentenced to six months imprisonment for embezzling \$249.66, the money of the Soldiers' and Sailors Institute, of which he was manager.

On Wednesday night a fire was discovered to have broken out on board one of the Spanish prizes at Kowloon Docks, some cotton waste and other inflammable material having become ignited. The dock staff turned out and put out the fire before much damage was done.

Messrs. Jardine, Matheson & Co's steamers were decorated on Monday in honour of the wedding of Mr. Colin Buchanan, the Marine Superintendent of the Indo-China Steam Navigation Company at Shanghai, which took place at St. John's Cathedral. The Bride, Miss Mowat, came out by the M. M. steamer *Sydney* and experienced the discomfort of the long voyage up from Saigon.

Much regret will be occasioned by the news of the death of Mr. Arthur Anderson, who recently left the firm of Messrs. Dodwell, Carlill & Co. (now Dodwell & Co., Limited) to join the firm of Messrs. Cornabe, Eckford & Co., Chefoo. Mr. Anderson was highly esteemed both in Hongkong and Shanghai, and widespread sympathy will be extended to his widow and two daughters.

There were 1,541 visitors to the City Hall Museum last week, of whom 174 were Europeans. The stamp revenue last month amounted to \$31,366, being an increase of \$4,807 on the amount collected in the corresponding month of last year. There were increases under twenty-four headings amounting to \$8,307, and decreases under thirteen headings amounting to \$3,500, of which \$2,634 occurred under the head of probate.

A correspondent complains of the large number of native beggars who infest the streets of Hongkong, particularly the Queen's Road, in the evening, and suggests that a little closer Police supervision would remedy this evil. The beggars are mostly children, who persistently pester pedestrians for alms. Our correspondent apparently does not frequently pass through Glenealy or he would not have confined his complaint to Queen's Road.

A telegram from Raub dated 9th inst. states:—"The rough cleaning-up of the battery yielded 2,420 ounces amalgam, the estimated quantity of stone crushed being 950 tons. The battery stopped three days and a half, in order to undergo repairs." This works out to two ounces and a little under eleven pennyweights of amalgam to the ton. At the rough clean-up which finished on the 7th August the amalgam average was one ounce and twelve pennyweights to the ton.—*Straits Times*.

The American barque *Adolf Oberg* arrived in Hongkong on Tuesday afternoon from New York. On the 3rd October she encountered a typhoon in Ballingtang Channel, and lost her rudder and topsails, two men being also washed overboard, one being lost. The captain fitted out a jury rudder and tried to make Manila, but was caught by a strong wind and driven straight across to Hongkong. The original destination of the ship was Amoy.

Freedom (Manila) reporting on the *Legaspi's* recent voyage from Hongkong to Manila says:—"She came without the lighters or launch. The captain reported that they were forced to cut them loose in order to save his own vessel in the awful storm that prevailed. The launch's bow was banging into the stern of the lighter and threatened to demolish it. The launch was then cut loose from the lighter and was soon engulfed in the boiling waters. Soon the violence of the storm increased and it became necessary to cut the lighter loose and leave it to its fate. Relieved of the tow the *Legaspi* made better progress and though she encountered very tough weather and was taken out of her course she arrived in Manila without suffering any material damage from her trip.

At the Magistracy on Tuesday afternoon the inquest concerning the death of Evelyn Govett, midshipman, of H.M.S. *Orlando*, which occurred on the 3rd September while out with a shooting party at Castle Peak Bay, was concluded. Mr. Lloyd, the chief officer of the steamer *Arratoon Apar*, for whose evidence the enquiry was adjourned at the last hearing, stated that he was sitting next to the deceased on his right. Deceased was playing with the revolver. Witness turned to talk to one of the party on his left, and almost immediately he heard a report. On looking round he saw that deceased had shot himself. Deceased, who had been in very good spirits before the accident, made no exclamation, but fell forward with a moan.—A verdict of accidental death was returned.

We regret to learn of the death of Dr. F. B. C. Ayres, C.M.G., formerly Colonial Surgeon of Hongkong. With his handsome and striking figure, strongly marked individuality, his humour and good nature, Dr. Ayres was one of the most popular men of his time and also one of the most hardworking of officials. He threw his whole energy into the campaign for improving the sanitation of the city and prognosticated, accurately as it unfortunately turned out, that if ever a serious epidemic got a hold here the sanitary neglect of years would bring its penalty in heavy mortality and extreme difficulty in getting rid of the disease. Dr. Ayres had his heart in his work and would probably have continued in harness had not considerations of health compelled his retirement a couple of years ago after a service in the colony of twenty-four years. He had previously seen service in Mauritius and India. Dr. Ayres was clever with his pencil and was a contributor to the old *China Punch*.

Sir Henry and Lady Blake, accompanied by Viscount Suidale, a visit to paid Macao last week and stayed at the Boa Vista Hotel. His Excellency, we understand, made arrangements on two previous occasions to visit the Holy City, but in both cases was prevented at the last moment from carrying out his intention. They went over on Friday and returned on Wednesday. On Sunday forenoon H. E. called on the Governor of Macao. Sir Henry, who is an exceptionally good shot, succeeded in making a very good bag of snipe on Saturday. Other distinguished visitors to Macao on Sunday were Prince Kanoye and suite of three. They also put up at the Boa Vista and left for Canton yesterday.

The P. & O. steamer *Rohilla* arrived at Nagasaki on the 7th October, six days out from Hongkong. On her way up, she encountered very bad weather, traces of which she bore on arrival, among other things her funnel being almost white. At one time it was feared the funnel would be carried away by the seas that swept the vessel, but this calamity was averted by strengthening the funnel with stays. The wheel and two compasses aft were swept overboard during the voyage.—*Nagasaki Press*.

We take from the *N. C. Daily News* of the 11th inst the following, which will interest many Hongkong readers:—"The Cathedral has seldom looked more charming than yesterday afternoon when it was decorated for the wedding of Mr. E. W. Maitland and Miss Wilcockson. The bride and bridegroom are so well known and popular that a very large number of friends attended. They found the interior of the building daintily attired for their reception. A white carpet stretched up the nave, while overhead delicate green foliage met and covered in the space between the pews. The chancel space was even more effectively decorated in white and green. A green-trimmed trellis-work run upwards from the communion rail, and suspended above the heads of the happy pair as they knelt was a wedding bell of white flowers. These decorations were the work of Mrs. Bland, assisted by Mrs. Edward White. The service, which was choral, was conducted by the Rev. H. C. Hodges. The bride was given away by her father, and was attended by Miss L. Moorehead, Miss Allen, and Master and Miss Twentymen. Mr. N. G. Maitland was best man, assisted by Messrs E. Gumpert, A. Hide, R. Sutherland, and R. Moorhead. The presents, largely of silver, filled a room. Both Mr. and Mrs. Maitland have been connected with the A.D.C. Mrs. Maitland, indeed, is one of our best amateur actresses, and accordingly these gifts included a beautiful bowl of filigree work with two small vases to correspond from that body.

At the Magistracy on Monday a shipwright from the *Oregon* named John Hermann Michael was charged with assaulting a ricksha coolie, and Laurence Hermann, a sailor from the sailing ship *St. James* was charged with disorderly behaviour and assaulting a Chinese district watchman. The ricksha coolie said that on Sunday afternoon he was on the ground floor of No. 24, Peel Street, where he lived, having his meal with four other men, when first defendant came in and spoke to them. They did not understand him and told him to go out, whereupon he came and struck complainant in the mouth. He then went out, but returned with a piece of wood, with which he struck complainant on the head.—District watchman No. 45 said that he arrested first defendant, and second defendant came up and struck him two blows on the back with his fist.—First defendant had nothing to say, and the second said, "I did not know the man was a policeman."—First defendant was fined \$15 and ordered to pay \$15 compensation, the second being discharged with a caution.

MISCELLANEOUS.

Monday was the anniversary of the birthday of Donna Maria Pia, Dowager Queen of Portugal. A military serenade was played in front of Government House, Macao, and the band paraded the street playing the national hymn.

The Spanish steamer *Legaspi*, which left Hongkong on the 4th October for Manila, with two launches for the U. S. Government in tow, arrived at her destination, on the 9th, but without the launches, which were lost on the way.

The Chinese have discovered a bed of excellent clay for brickmaking on the banks of the River Han. Brickmaking machinery has been erected, and a light tramway for conveying the clay to the machines. Kilns in foreign style for blue or grey bricks are in full operation. The daily output of bricks for the railway is very large. The kilns are on the river bank, and water carriage is convenient.—*Mercury*.

COMMERCIAL.

TEA.

CANTON, 19th October, 1899.—Macao Congous.—Latterly there has been a small enquiry for the London market, and some 3,500 boxes have changed hands at Tls. 12½ to 22 per picul. For Australia and the Continent only a small business has been passing. There are no available stocks and the market closes firmer. Scented Capers.—Settlements during the past month are reported at 31,000 boxes at Tls. 13.22½ (making 214,000 boxes to date), consisting principally of Tens costing Tls. 18½-21 per picul which, at the close, are Tl. 1 per picul dearer, owing to advance in the price of Scenting flower. Common and medium grades must also be quoted Tl. 1 per picul higher, but with the exception of an occasional parcel, there have been none on offer, and the market is practically bare. The season is expected to close unusually early.

EXPORT OF TEA FROM CHINA TO UNITED KINGDOM AND CONTINENT.

	1899-1900	1898-99
	lbs.	lbs.
Hankow and Shanghai...	9,514,030	10,608,822
Amoy.....	221,484	390,250
Foochow	11,193,226	10,577,774
Canton	4,042,645	3,770,406
	21,001,411	25,302,652

EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1899-1900	1898-99.
	lbs.	lbs.
Shanghai.....	1,222,849	1,132,577
Amoy	8,339,928	7,253,022
Foochow	4,414,770	4,969,051
	13,977,546	13,354,650

EXPORT OF TEA FROM CHINA TO ODESSA.

	1899-1900	1898-99
	lbs.	lbs.
Shanghai and Hankow...	25,863,948	22,676,902

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1899-1900	1898-99
	lbs.	lbs.
Yokohama	20,558,065	19,156,167
Kobe.....	11,782,517	11,235,261
	32,337,582	30,391,428

SILK.

SHANGHAI, 14th October.—(From Messrs. A. R. Hurkill & Sons' Circular):—"Home markets are firm, and Gold Kilings are at Fcs 31 in Lyons, whilst Blue Elephants are quoted at 12/9½ in London. Raw Silk.—Market quiet and little doing, about 300 bales of all classes have changed hands. Yellow Silk.—Market quiet, but very strong. Arrivals, as per Customs Returns, October 7th to 13th, are: 874 bales White, 343 bales Yellow and 57 bales Wild Silks, Re-Reels and hand filatures.—A very large business has been done for America during the week, some 750 bales having been taken for that market. It is said that the majority of these settlements is for delivery before China New Year. Steam Filatures.—Market quieter but strong; nearly all the Filatures are fully engaged up to China New Year. The Export of Steam Filatures to date is: 2,248 bales to America, 1,926 bales to the continent, 40 bales to London, and 6 bales to Japan. Wild Silk.—Nothing doing. Waste Silk.—Market strong, the following transactions are reported:—

piculs	at Tls.
25 White Fine Gum 75 p. o. I, 25 p. c. 127½	
75 White Coarse Gum (whole bales)...	87½/00.
50 Hankow Frits. (Common, whole bales) 27.	
75 Woozie pd. Cocoon (whole bales).....	80.
Quotations in Taels per picul—Average Exchange for the week 4 m.s. 2/8½ and Fcs. 3.30. Freight Tls. 7.25 per cwt:—	

	Tls. per pol.
Teatles.	
Buffalo 3	595
Gold Killing	527
Choy Killing	497
Yaconlay Sieling	495
Tayssam.	
Green Kahing Gold Goose 2	505
Y. V. C. Choyling	497
Skeins.	
Lie Skeins, 1 and 2	350/350
Yellow Silk.	
Mienchow	382 1/2/385
Hand Filatures.	
Woo San Dong, Croisee No. 1, 2 and 3	775
Butterfly & Almond Flower, Crose., No. 12 & 3 ..	745
Mayhenyu, Croisee Ex. No. 1, 2 ..	765
" Flying Horse, Croisee Ex. & No. 1, 2 ..	785
Bu alo, Croisee Ex. and No. 1, 2 ..	707 1/2
Pegasus Croisee Ex. and No. 1 ..	707 1/2
Gold Sycee No. 2 ..	682 1/2
Cabbage No. 8 ..	682 1/2

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1899-1900 bales.	1898-9 bale.
Shanghai	46,093	27,433
Canton	14,565	13,558
Yokohama	10,150	6,118
	70,808	47,109

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1899-1900 bales.	1898-9 bales.
Shanghai	4,955	2,478
Canton	4,947	5,351
Yokohama	10,799	5,747
	20,741	10,576

CAMPHOR.

HONGKONG, 20th October.—The market is a little firmer again. Quotation for Formosa are \$69.00 to \$69.50 sales 350 piculs.

SUGAR.

HONGKONG, 20th October.—The activity recently prevailing has now subsided and prices show a decline. Quotations are:

Shekloong, No. 1, White...	\$8.75 to \$8.90	cl.
do. " 2, White...	7.95 to 8.00	
Shekloong, No. 1, Brown...	5.80 to 5.85	pel.
do. " 2, Brown...	5.65 to 5.70	
Swatow, No. 1, White...	8.60 to 8.65	
do. " 1, White...	7.55 to 7.90	
Swatow, No. 1, Brown...	5.65 to 5.70	
do. " 2, Brown...	5.55 to 5.60	
Foochow Sugar Candy...	12.60 to 12.65	
Shekloong	11.85 to 11.90	

MISCELLANEOUS EXPORTS.

Per steamer *Sarpedon*, sailed on the 6th Oct. For London:—7,858 boxes tea (165,018 lbs. So. caper, 282 boxes tea 5,715 lbs. Sc. Or. Pekoe) 200 boxes tea 4,200 lbs. sorts), 337 boxes tea from Amoy, 49 cases shell, 24 packages sundries, 75 cases Chinaware, 14 cases feathers, 47 cases blackwoodware, 22 bales mats, 20 cases bristles, 225 bales canes, 3,190 cases and 586 casks preserves, 10 cases curios, 5 cases furniture, 525 bales waste silk, and 12 cases feathers. For Manchester:—250 bales waste silk. For Liverpool:—60 cases ginger, 1 case clothing, and 100 bales mats. For Beyrouth:—25 cases cassia. For London and/or Hamburg:—500 casks ginger. For London and/or Liverpool and/or Glasgow:—100 casks ginger. For London and/or Manchester:—350 bales waste silk. For Glasgow:—250 cases ginger. For London and/or Antwerp and/or Hamburg:—20 cases bristles.

Per German steamer *Sachsen*, sailed on the 11th October. For Singapore:—5 cases sundries. For Colombo:—1,781 bags flour. For Beyrouth:—3 cases cassia. For Trieste:—25 packages tea. For Cairo:—14 cases Chinaware. For Odessa:—100 boxes cassia lignea. For Naples:—1 case silk. For Genoa:—500 bales waste silk, 67 bales pierced cocorns, 35 bales raw silk, 21 rolls matting, and 5 cases essential oil. For Marseilles:—50 boxes staraniseed. For Antwerp:—148 bales feathers, 94 bales split bamboo, 64 bales rattancore, 52 bales leaf tobacco, 27 packages tea, 26 bales canes, 10 boxes ginger, 6 cases sundries, 2 cases blackwoodware, and 1 case cigars. For Antwerp and/or Hamburg:—100 bales split bamboo. For Amsterdam:—1,302 boxes and 49 casks ginger. For Amsterdam and/or Rotterdam:—390 boxes and 1 case cigars. For Rotterdam:—100 boxes ginger. For Baltimore, 12 cases Chinaware. For Bremen:—264 rolls matting, 50 boxes

cassia lignea, 50 boxes preserves, 15 rolls matting, and 8 cases sundries. For Hamburg:—559 1/2 chests tea, 342 bales feathers, 55 boxes ginger, 50 boxes tea, 49 boxes palmleaf fans, 30 rolls matting, 20 casks ginger, 15 cases cassia oil, 10 cases bristles, 7 boxes Chinapaper, and 1 case silk.

Per P. & O. steamer *Coromandel*, sailed on the 14th October. For London:—27 cases and 1 package cigars from Manila, 173 bales raw silk 5 cases silks, 1 box jewellery, 8 packages survey instruments, and 2 cases private effects. For Lyons:—666 bales raw silk. For Milan:—30 bales raw silk. For Marseilles:—195 bales raw silk and 7 cases silks.

OPIUM.

HONGKONG, 20th October.—Bengal.—A fair amount of business has been transacted in this drug during the interval and prices have undergone a substantial advance, closing firm New Patna \$935, New Benares \$905.

Malwa.—Practically similar to Bengal. Latest figures are as under:—

New	\$890 with allce from 1/4 to 3/4 catty.
Old (2/3 yrs.)	\$900 " " " 1/4 to 2 " "
" (4/5 ")	\$910 " " " — to 1 " "
" (6/7 ")	\$920 " " " — to 1 " "

Persian.—There has been very little business done during the past week and rates have slightly advanced. Quotations close at \$630 for Oily and \$650 to \$800 for paper-wrapped according to quality.

To-day's stocks are estimated as follows:—

New Patna	459 chests.
Old Patna	16 "
New Benares	140 "
Malwa	975 "
Persian	950 "

COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1899.	\$	\$	\$	\$	\$	\$
Oct. 14	920	—	895	—	890	—
Oct. 15	920	—	895	—	890	—
Oct. 16	922 1/2	—	895	—	890	—
Oct. 17	925	—	897 1/2	—	890	—
Oct. 18	927 1/2	—	902 1/2	—	890	—
Oct. 19	932 1/2	—	902 1/2	—	890	—
Oct. 20	935	—	905	—	890	—

RICE.

HONGKONG, 20th October.—The draught still continues and prices are steadily rising. Quotations are:—

Saigon, Ordinary	\$2.80 to 2.85
" Round, Good quality	3.10 to 3.15
" Long	3.45 to 3.50
Siam, Field, mill cleaned, No. 2 ..	3.10 to 3.15
" Garden, " No. 1 ..	3.00 to 3.55
" White	3.90 to 3.95
" Fine Cargo	4.25 to 4.30

MISCELLANEOUS IMPORTS.

HONGKONG, 20th October.—Among the sales reported during the week are the following:—

YARN AND PIECE GOODS.—Bombay Yarn:—1,000 bales No. 10 at \$80 to \$90, 600 bales No. 12 at \$77 to \$90, 50 bales No. 16 at \$88, 1,300 bales No. 20 at \$96 to \$106. *White Shirtings*:—600 pieces Gold Tiger at \$6.65, 800 pieces Blue Lion at \$6.45, 500 pieces Gold Tiger at \$6.60, 500 pieces Flower Vase at \$4.65, 100 pieces Gold Tiger at \$6.65. *T. Cloths*:—300 pieces 8 lbs. V V at \$3.12 1/2, 300 pieces 8 lbs. X X at \$3.17 1/2, 600 pieces 8 lbs. V V at \$3.12 1/2.

SHANGHAI 14th October.—(From Messrs. Noel Murray & Co.'s Piece Goods Trade Report Piece Goods.—There is but little of interest to write concerning our market this week, the daily transactions from stock being of the most meagre description, the trade being confined almost entirely to these and the Auctions. All forward business is at a standstill, cargo to arrive having been withdrawn from offer, and the placing of fresh orders is quite out of the question in both the home markets with perhaps one or two exceptions; the most important of which is American Cotton Flannels. The example set last week has been followed up and and it is reported that during the interval fully 7,000 cases, of the leading makes that come to this market, have been successfully negotiated for, with some 2,000 cases more on offer, which will about complete the output for next year. In English makes orders have been confined to special designs of Prints and Fast Black Italians, for which very high prices have

been paid. It is reported that the Newchwang-market is a little weaker and buying here is easing off in consequence. Tientsin has, as yet, no relief from the severe drought that has lasted so long and caterers for that market are acting with great caution. They have their eyes open, however, and are picking up what they can at cheap prices. Offers for fair lines of American Sheetings and Drills in stock were submitted to New York, but the shippers advised holding in view of the difficulty there is in buying anything now. The water is falling rapidly in the Yangtze thus making the river more navigable in its upper reaches, which should soon prove beneficial to the trade with Szechuen. The crops in the Yangtze valley have been abundant and the farmers able to realise them at handsome prices; doubtless this will be of some assistance to the import trade. Our Yarn market is strong and gradually advancing, business being restricted by the firmness of holders. It is reported that some of the Indian houses have bought back a considerable quantity from the dealers here. Local Spinings continue to advance, but it is only natural that transactions should remain on a comparatively small scale considering the high prices they have now attained. Native Cotton has been as high as Tls. 18.50, but seems a little weaker at the close. The Indian staple has also gone up considerably and is now just as dear as China Cotton.

METALS 16th October.—(From Messrs. Alex. Biefeld & Co.'s Report)—The improvement mentioned in last week's report has continued during the period, reports from the consuming districts becoming more satisfactory. The ruling low exchange is also a great factor, so that a larger business has been put through during the week than for some time past. There has been a steady demand, several good orders being booked at ruling rates, while auction sales resulted in satisfactory prices being obtained. The following are the transactions reported:—170 tons American Pig Iron at Tls. 28.00; 75 tons Hanyang Pig Iron at Tls. 27.50; 100 tons Cobble at 140s., c. i. f.; 60 tons Carls Tyres at 116s., c. i. f.; and 50 tons Steel Plate Cuttings at 99s. c. i. f.

JOINT STOCK SHARES.

HONGKONG, 20th October.

BANKS.—Hongkong and Shanghai with sellers and no buyers show a further heavy decline and at time of closing are obtainable at 323 per cent. prem., without bringing buyers into the market. A small sale was effected at 325, during the week and a sale is reported at 342 for February. Latest London rate is £57 to £58. Nationals without change or business.

MARINE INSURANCES.—A few Cantons changed hands at \$140. In other Marines sellers rule the market and there is no business to report.

FIRE INSURANCES.—Sellers of both Hongkongs and Chinas at quotations and no sales to report.

SHIPPING.—Hongkong, Canton and Macao are on offer at \$29 1/2, without finding buyers. Indos have changed hands at \$79 and \$80, closing steady at latter rate. Iouglases continue neglected and without business at \$47 1/2. China Manilas and China Mutuals unchanged.

REFINERIES.—No change or business to report.

MINING.—Punjoms have ruled quiet with but a small business at \$10 and close at \$9 1/2. Ranbs at \$64 to \$65 with sales. Olivers B at \$6 to \$6.25 with small sales. Jelebus were in some demand at \$14 1/2 to \$14 3/4 during the early part of the week, but very few shares changed hands. Charbonnages and Queens unchanged, the latter with sales at 42 1/2 cents and 45 cents.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks remain quiet at 515 per cent. prem., and Kowloon Wharves have fallen to \$90 without sales. Wanchais unchanged and without business.

LANDS, HOTELS, AND BUILDINGS.—All stocks under this heading show a decline. Lands have been negotiated in small lots at \$106 and \$105, closing with sellers. Hotels have been unable to find buyers at \$125 and close at \$120. West Points after small sales at \$29 1/2 remain on offer at \$30. Humphreys have been on offer at \$10 without inducing business.

MISCELLANEOUS.—Green Islands have found buyers at \$29, and China Providents at \$9 1/2. Nothing else to report under this heading.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & Shanghai...	\$125	323 p. ct. prem.,=
China & Japan, ordy.	£4	£1.
Do. deferred	£1	£5 5s.
Nail. Bank of China		
B. Shares	£8	\$27. buyers
Foun. Shares	£8	\$27. buyers
Bell's Asbestos E. A.	£1	nominal
Campbell, Moore & Co.	\$10	\$14. buyers
China Prov. L. & M.	\$10	\$9.50. sellers
China Sugar	\$100	\$135.
Cotton Mills—		
Ewo	Tls. 100	Tls. 66 sellers
International	Tls. 100	Tls. 72
Laou Kung Mow	Tls. 100	Tls. 75.
Soychee	Tls. 500	Tls. 350
Yahloong	Tls. 100	Tls. 57½
Hongkong	\$100	\$60. buyers
Dairy Farm	\$6	\$5.25. buyers
Fenwick & Co., Geo.	\$25	\$42½. buyers
Green Island Cement	\$0	\$28½. buyers
H. & C. Bakery	\$50	\$25.
Hongkong & C. Gas	£10	\$127.
Hongkong Electric	\$10	\$12. sellers
H. H. L. Tramways	\$100	\$147½. buyers
Hongkong Hotel	\$50	\$120. sellers
Hongkong Ice	\$25	\$125. sellers
H. & K. Wharf & G.	\$50	\$90. sellers
Hongkong Rope	\$50	\$190
H. & W. Dock	\$125	\$515 p. ct. prem. =
Insurance—		
Canton	\$50	\$136, ex div., sels,
China Fire	\$20	\$86. sellers
China Traders'	\$25	\$59. sellers
Hongkong Fire	\$50	\$330.
North-China	£25	Tls. 200.
Straits	\$20	\$4. sellers
Union	\$50	\$242.
Yangtze	\$60	\$121.
Land and Building—		
Hongkong Land Inv.	\$50	\$105. sellers
Humphreys Estate	\$10	\$10.
Kowloon Land & B.	\$30	\$28. sellers
West Point Building	\$50	\$30. sellers
Luzon Sugar	\$100	\$48. sales
Mining—		
Charbonnages	Fcs. 250	\$245. buyers
Gt. Estn. & C'donin	\$5	\$2. sellers
Do. Preference	\$1	60 cts. buyers
Jebeu	\$5	\$14½. buyers
Queen's Mines Ltd.	25c.	45 cts. buyers
Oliver's Mines, A.	\$5	\$10. buyers
Do. B.	\$4½	\$6.40.
Punjom	\$6	\$9.50. sellers
Do. Preference	\$1	\$1.50. sales
Raub	15s. 10d.	\$64½.
New Amoy Dock	\$6½	\$18½. buyers
Steamship Coys.—		
China and Manila	\$50	\$90. sell. ra
China Mutual Pref.	£10	£9½. buyers
China Ordinary	£10	£7. buyers
Do.	£5	£3. 10s. buyers
Douglas Steamship	\$50	\$47½. sellers
H. Canton and M.	\$15	\$29½. sellers
Indo-China S. N.	£10	\$80. sellers
Star Ferry	\$7½	\$19½. sellers
Tebrau Planting Co.	\$5	\$5. sellers
Do.	\$3	\$3.
United Asbestos	\$2	\$2
Do.	\$10	\$10. nominal
Wanchai Warehouse	\$37½	\$45. buyers
Watson & Co., A. S.	\$10	\$10.50

J. Y. V. VERNON, Broker.

SHANGHAI, 16th October. (From Messrs. J. P. Bisset & Co.'s Report).—The volume of business has been larger than has been the case for some time past. Much attention has been devoted to Indo-China S. N. shares which have risen in price. Banks.—Hongkong and Shanghai Banking Corporation.—Only one transaction has been done, a sale at 380 per cent. premium. National Bank of China shares are wanted at \$26. Fire Insurance.—No local business reported. Shipping.—Indo-China S. N. Co.—A very large business has been done in this stock, both locally and from Hongkong. Locally shares changed hands at \$57/60½ cash, Tls. 27/61 for October, Tls. 59 for November, Tls. 59½/62 for December, Tls. 59 for January, and Tls. 61/64½ for March. From Hongkong shares were purchased at \$74/77½ cash, \$62 for February, and \$82/83 for March. Sugar.—Perak Sugar Cultivation shares were placed at Tls. 65 and are offering. Docks, Wharves and Godowns.—S. C. Farnham & Co. shares were placed at Tls. 212½. The 500 unallotted shares were issued at Tls. 190 and will receive dividend from 1st July. Shanghai Engineering Ordinary shares were placed for 39th November at Tls. 97. Preference shares are offering at Tls. 108½. Hongkong and Whampoa Dock shares were placed to Hongkong at 512 per cent. premium. Shang-

hai and Hongkew Wharf shares changed hands at Tls. 237½ cash, 240 for November, 245 for December and January, and 252½ for March. Hongkong and Kowloon Wharf shares are offering at \$93. Lands.—Shanghai Land Investment shares changed hands at Tls. 83. and a sale is reported of Hongkong Land Investment shares to Hongkong at \$108½, and there are now sellers at \$108. Weihaiwei Land and Building shares were placed at Tls. 27. Industrial.—Shanghai Gas shares changed hands at Tls. 207½. In Cotton Mill shares.—Internationals were sold at Tls. 72 cash and Tls. 75 for 31st March, and Laou-Kung-Mows at Tls. 77/75 cash, Soychee shares are wanted at \$300. Shanghai Rice Mill shares were sold at Tls. 25, and China Flour Mills shares at Tls. 30. Tugs and Cargo Boats.—Shanghai Cargo Boat shares were placed Tls. 185 cash, and Co-operative Cargo Boat shares for 31st current at Tls. 175. Miscellaneous.—Shanghai-Sumatra Tobacco shares changed hands at Tls. 50/52½ each, and Tls. 52½ for the 31st current. Shanghai-Langkai Tobacco shares were sold at Tls. 170/175 cash, Tls. 180/185 for December and Tls. 200 for March. Central Stores shares changed hands at \$11 for Ordinary and \$40 for Founder's shares. Debentures.—Shanghai Land 6 per cent. Debenture were placed at Tls. 102, and are wanted, and Perak Sugar 7 per cent. at Tls. 101. Quotations are:—

BANKS,
Hongkong and Shanghai.—\$537.50.
Bank of China and Japan, Ltd.—£1.0.0.
Do. ordinary.—£5.5.0.
National Bank of China, Ltd.—\$26.00.

COTTON MILLS,
Ewo Cotton Spinning & W. Co., Ltd.—Tls. 68.00.
Hongkong Cotton S. W. & D. Co.—\$60.00.
International Cotton Man. Co., Ltd.—Tls. 72.00.
Laou-kung-mow Cotton Co., Ltd.—Tls. 75.00.
Soy Chee Cotton Spinning Co., Ltd.—Tls. 350.00.

DOCKS, WHARVES, & C.,
Boyd & Co., Ltd., Founders.—Nominal.
Boyd & Co., Limited.—Tls. 195.00.
Hongkong & K'loon Wharf Company.—\$93.00
Hongkong and Whampoa Dock Co., Ltd.—\$758.50.
S. C. Farnham & Co.—Tls. 212.50.
Shanghai Engineering S. & D. Co.—Tls. 95.00.
Shanghai & Hongkew Wharf Co.—Tls. 237.50.

INSURANCES,
Canton Insurance Office, Ltd.—\$147.50.
China Fire Insurance Co., Ltd.—\$87.00.
China Traders' Insurance Co., Ltd.—\$64.00.
Hongkong Fire Insurance Co., Ltd.—\$330.00.
North China Insurance Co., Ltd.—Tls. 200.00.
Straits Insurance Co., Ltd.—\$6.50.—Nominal.
Union Insurance Society of Canton, Ltd.—\$260.
Yangtze Insurance Assocn., Ltd.—\$125.00.

LANDS,
Hongkong Land Invest. & A. Co., Ltd.—\$108.00.
Humphreys Estate & Finance Co., Ltd.—\$11.00.
Shanghai Land Invest. Co., (fully pd.)—Tls. 83.00.

MINING,
Punjom Mining Co., Ltd.—\$10.00.
Punjom Mining Co., Ltd., pref. shares.—\$2.00.
Raub Australian Gold Mining Co., Ltd.—\$63.00
Sheridan Consolidated Co.—Tls. 4.00.

SHIPPING,
China-Mutual preference.—Tls. 72.00.
Do. ordinary, £5 paid.—Tls. 30.00.
Co-operative Cargo Boat Co.—Tls. 170.00.
Douglas Steamship Co., Ltd.—\$49.00.
Hongkong, Canton and Macao.—\$30.25.
Indo-China Steam N. Co., Ltd.—Tls. 60.50.
Shanghai Cargo Boat Co.—Tls. 185.00.
Shanghai Tugboat Co., Ltd.—Tls. 235.00.
Taku Tug & Lighter Co., Ltd.—Tls. 84.00.

SUGAR,
China Sugar Refining Co., Ltd.—\$138.00.
Luzon Sugar Refining Co., Ltd.—\$52.00.
Perak Sugar Cultivation Co., Ltd.—Tls. 65.00.

MISCELLANEOUS,
American Cigarette Co.—Tls. 67.50.
Central Stores, Ltd.—\$11.00.
China Flour Mills Co.—Tls. 30.00.
Hall & Holtz, Ltd.—\$36.00.
Llewellyn & Co., J., Limited.—\$75.00.
Major Brothers, Limited.—Tls. 35.00.
Shanghai Feather Cleaning Co.—Nominal.
Shanghai Gas Co.—\$207.50.
Shanghai Horse Bazaar Co., Ltd.—Tls. 80.00.
Shanghai Ice, Cold Storage, & Refrigeration Co., Ltd., Tls. 36.00.
Shanghai Langkat Tobacco Co., Ltd.—Tls. 175.
Shanghai Rice Mills Co.—Tls. 25.00.
Shanghai-Sumatra Tobacco Co.—Tls. 52.50.
Shanghai Waterworks Co., Ltd.—Tls. 265.00.
Watson Co., A. S., Limited.—\$17.00.

EXCHANGE.

ON LONDON.—FRIDAY, 20th October.
Telegraphic Transfer1/10½
Bank Bills, on demand1/10½
Bank Bills, at 30 days' sight1/10½
Bank Bills, at 4 months' sight1/11½

Credits, at 4 months' sight1/11½
Documentary Bills, 4 months' sight 1/11½
ON PARIS.—
Bank Bills, on demand2.41½
Credits, at 4 months' sight2.47
ON GERMANY.—
On demand1.95½
ON NEW YORK.—
Bank Bills, on demand46½
Credits, 60 days' sight47½
ON BOMBAY.—
Telegraphic Transfer141½
Bank, on demand142½
ON CALCUTTA.—
Telegraphic Transfer141½
Bank, on demand142½
ON SHANGHAI.—
Bank, at sight72½
Private, 30 days' sight73
ON YOKOHAMA.—
On demand6½ % pm.
ON MANILA.—
On demand2½ % pm.
ON SINGAPORE.—
On demand1 % pm.
SOVEREIGNS. Bank's Buying Rate. 10.43
GOLD LEAF, 100 fine, per tael53.60

TONNAGE.

SHANGHAI, 16th October (from Messrs. Wheelock & Co.'s report).—The improvement in London business, referred to in our last issue, has continued, though rates have remained unchanged. This is in contrast to ... rates, which have advanced 5s. per ton by Suez in consequence of shortness of available tonnage and consequent increase in demand for space. Coastwise.—All steamers are more than busy and rates are strong at our quotations. Coal rates have advanced, a steamer having been fixed at \$1.85 from Moji to this. Rates of freight are:—London, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s.; Northern Continental ports, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s.; New York via London, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Baltimore via London, by Conference Lines, general cargo 52s. 6d.; waste silk 55s.; tea 57s. 6d.; Königsberg via London, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Manchester, by Conference Lines, general cargo 52s. 6d.; waste silk 55s.; tea 57s. 6d.; Liverpool, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Hamburg, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s. Above rates are subject to a deferred rebate, as per Conference circular. Genoa, by Conference Lines, tallow 36s. net, general cargo 36s. net, waste silk 38s. 6d. net, tea 40s. 6d. net; Marseilles, by Conference Lines, tallow 36s. net, general cargo 36s. net, waste silk 38s. 6d. net, tea 40s. 6d. net; Havre, by Conference Lines, tallow 36s. net, general cargo 36s. net, waste silk 38s. 6d. net, tea 40s. 6d. net. 35s. per ton of 20 cwt. net for above three ports. New York, by sail, 20s. nominal. New York via Pacific, 1½ gold cent per lb. tea, 6 cents per lb. silk, \$10 per ton strawbraid. New York via Suez, 32s. 6d. general cargo, 10s. extra for Turmeric, 32s. 6d. for tea, all net. Boston via Suez, 40s. general cargo, 10s. extra for Turmeric, 45s. for tea, all net. Philadelphia via Suez, 40s. general cargo, 10s. extra for Turmeric, 45s. for tea, all net. Coast rates.—Moji to Shanghai \$1.85 per ton coal; Nagasaki to Shanghai \$1.85 per ton coal; Newchwang to Kote 25 ssn; to Nagasaki 20 ssn; to Swatow 28 cents; to Amoy 28 cents; to Whampoa 32 cents; to Canton, 32 cents; Wuhu and Chi kiang to Canton, 20 cents; to Amoy, 18 cents; to Swatow, 18 cents.

VESSELS ON THE BERTH.

For LONDON.—Parramatta (str.), Oansa (str.), Candia (str.), Orestes (str.), Java (str.), Kawachi Maru (str.), Hector (str.).
For BREMEN.—Bayern (str.).
For MARSEILLE.—Tamba Maru (str.), Kawachi Maru (str.), Laos (str.), Candia (str.), Oansa (str.), Suevia (str.).
For HAVRE AND HAMBURG.—Bamberg (str.), Suevia (str.), Koingsberg (str.), Siberia (str.), Ambria (str.).
For SAN FRANCISCO.—Onsang (str.), American Maru (str.), Coptic (str.).
For PHILADELPHIA AND NEW YORK.—St. Mark
For SAN DIEGO VIA HANGHAI.—Thyra (str.).
For VANCOUVER.—Empress of China (str.).
For VICTORIA, B.C., VIA SHANGHAI.—Breconshire (str.).
For PORTLAND, O.—Abergeldie (str.).
For NEW YORK.—Argyll (tr.).
For AUSTRALIA.—Twinan (str.), Eastern (str.).
For SINGAPORE, ENANG AND BOMBAY.—Sui-sang (str.).
For SINGAPORE, PENANG AND CALCUTTA.—Sank-dakan.

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

HONGKONG.

October—

ARRIVALS.

13. Poseidon, Austrian str., from Trieste.
 13. Heidelberg, German str., from Hamburg.
 14. Anping, Chinese str., from Canton.
 14. Kong Beng, British str., from Saigon.
 14. Mongkut, British str., from Bangkok.
 14. Nanyang, German str., from Hongay.
 14. Haimun, British str., from Swatow.
 14. Kwanglee, Chinese str., from Shanghai.
 14. Wm. H. Conner, Amr. ship, from N. York.
 14. City of Dublin, Brit. str., from Haiphong.
 14. Hailan, French str., from Pakhoi.
 14. P. C. C. Klao, Brit. str., from Bangkok.
 14. Terrier, Norw. str., from Singapore.
 14. Telartos, German str., from Saigon.
 14. Tetartos, German str., from Saigon.
 15. Deuteros, German str., from Saigon.
 15. Hoihao, French str., from Pakhoi.
 15. Hongkong, French str., from Haiphong.
 15. Savoia, German str., from Foochow.
 15. Thales, British str., from Taiwanfoo.
 15. Wongkoi, British str., from Bangkok.
 15. Shiranubi, Jap. torpedo-boat, from London.
 15. Sibiria, German str., from Hamburg.
 16. Progress, German str., from Tourane.
 16. Kinkiang, British str., from Canton.
 16. Chunsang, British str., from Java.
 16. Kachidate Maru, Japanese str., from Moji.
 16. Wingsang, British str., from Shanghai.
 16. Bellerophon, Brit. str., from Panaroekan.
 16. Jason, British str., from Penang.
 16. Machaon, British str., from Liverpool.
 16. Siam, British str., from Bangkok.
 17. Bayern, German str., from Bremen.
 17. Hue, French str., from Haiphong.
 17. Charterhouse, British str., from S'pore.
 17. Taksang, British str., from Canton.
 17. Esmeralda, British str., from Manila.
 17. Victoria, American str., from Manila.
 17. Adolph Obrig, Amr. ship, from N. York.
 17. Else, German str., from Sourabaya.
 17. Hermes, Norw. str., from Tongku.
 18. Szachueh, British str., from Bangkok.
 18. Kwanglee, Chinese str., from Canton.
 18. Eastern, British str., from Kobe.
 18. Nanyang, German str., from Canton.
 18. Lyeemoon, German str., from Canton.
 18. Tamsui Maru, Japanese str., from Amoy.
 18. Machaw, British str., from Bangkok.
 18. Chowfa, British str., from Bangkok.
 18. Yuensang, British str., from Manila.
 18. Hailoong, British str., from Amoy.
 18. Siguria, Italian cruiser, from Singapore.
 18. Sabine Rickmers, Brit. str., from Shanghai.
 18. Lady Joicey, British str., from New York.
 18. Calchas, British str., from Foochow.
 18. Suisang, British str., from Calcutta.
 18. Kasuga Maru, Jap. str., from Australia.
 19. Tamba Maru, Japanese str., from Kobe.
 19. Haknai Maru, Japanese str., from Kobe.
 19. Triumph, German str., from Pakhoi.
 19. Hating, French str., from Haiphong.
 19. Formosa, British str., from Tamsui.
 19. Hanoi, French str., from Haiphong.
 19. Phra C. Klao, British str., from Bangkok.
 20. Meefoo, Chinese str., from Shanghai.
 20. Laos, French str., from Shanghai.
 20. Haiching, British str., from Coast Ports.
 20. Malacca, British str., from London.
 20. Legazpi, Spanish str., from Manila.
 20. Culgoa, Amr. transport, from Manila.

October—

14. Coromandel, British steamer, for Europe.
 14. C. H. Kian, British str., for Amoy.
 14. Taifu, German str., for Hongay.
 14. Pakhoi, British str., for Vladivostok.
 14. Saruki Maru, Japanese str., for Kobe.
 14. Amara, British str., for Swatow.
 14. Lyeemoon, German str., for Canton.
 14. Propontis, British str., for Amoy.
 14. Tailee, German str., for Mauritius.
 14. Nanyang, German str., for Canton.
 15. Keongwai, British str., for Bangkok.
 15. Maidzur Maru, Jap. str., for Swatow.
 15. Haimun, British str., for Swatow.
 15. Chusan, British str., for Shanghai.
 15. Rosetta, British str., for Yokohama.
 16. Challenger, Amr. ship, for New York.
 16. Anping, Chinese str., for Shanghai.
 17. Hailan, French str., for Hoihow.
 17. Hoihao, French str., for Hoihow.
 17. Wingsang, British str., for Canton.
 17. Haitan, British str., for Coast Ports.

17. Kinkiang, British str., for Shanghai.
 17. Poseidon, Austrian str., for Yokohama.
 17. Phranang, British str., for Bangkok.
 17. Pakshan, British str., for Swatow.
 17. Hongkong, French str., for Haiphong.
 18. Bayern, German str., for Shanghai.
 18. Hohenzollern, German str., for Japan.
 18. Pascal, French cr., for Kwongchauwan.
 18. Taksang, British str., for Shanghai.
 18. Thales, British str., for Swatow.
 18. Savoia, German str., for Hamburg.
 18. Victoria, British str., for Nagasaki.
 18. Loyal, German str., for Hongay.
 18. City of Dublin, British str., for Tacoma.
 18. Kachidate Maru, Jap. str., for K'notzu.
 18. Charterhouse, British str., for Amoy.
 18. Progress, German str., for Kobe.
 18. Machaon, British str., for Shanghai.
 19. Loosok, British str., for Bangkok.
 19. Heidelberg, German str., for Yokohama.
 19. Kinshin Maru, Jap. str., for Seattle.
 19. Kwanglee, Chinese str., for Shanghai.
 19. Taichow, British str., for Swatow.
 19. Hue, French str., for Haiphong.
 19. Nippon Maru, Jap. str., for S. Francisco.
 19. Hermes, Norwegian str., for Canton.
 19. Conch, British str., for Saigon.
 19. Arratton Apar, British str., for Calcutta.
 19. Venus, Amr. str., for Manila.
 20. Athenian, British str., for Honolulu.
 20. Kong Beng, British str., for Kobe.
 20. Bellerophon, British str., for Swatow.
 20. Sibiria, German str., for Yokohama.
 20. Jason, British str., for Shanghai.
 20. Calchas, British str., for London.
 20. Triumph, German str., for Swatow.
 20. Hailoong, British str., for Swatow.

PASSENGER LIST.

ARRIVED.

Per *Sydney*, for Hongkong, from Suez, Messrs. Dellacourt, Galimberei, Severino, and Narza; from Colombo, Prince Kouyó and Secretary, and Mr. Paggi; from Singapore, Rev. J. J. Law; from Saigon, Mr. F. Archimband; for Shanghai, from Marseilles, Mr. Jacques Gourry; from Suez, Mr. and Mrs. J. Francois Goguet, and Mr. Cyriague Orphanides; from Marseilles, via Colombo, Mr. André Duviensart, Revs. Botty, Sougaerte, Claves, de Wolff, Von Kan, Courardy, Gano, and Schmidt, Mrs. Guislain, Messrs. Melgaart, Sola, Mutto, Melocchi, Capt. Teck, Messrs. J. J. Morris and Bonnet; from Saigon, Messrs. Ferra and Millot; for Nagasaki, from Singapore, Mr. Tameki; for Yokohama, from Marseilles, Miss Concetta Martisa; from Bombay, Miss Wickham; from Marseilles via Colombo, Messrs. Gourlaouen, Willy Nimmerfel, Pax, Moreau, Morvan, Le Doaré, Luron, Arthur, Ollivier, Polusaki, and 56 French Quarter-Masters and Marines; from Singapore, Mr. A. W. Davis.

Per *Chusan*, for Hongkong, from London, Messrs. J. J. Marque da Silva and T. Salinger; from Gibraltar, Rev. Jose S. R. Souza, Lieut. and Mrs. Tavares and daughter; from Bombay, Mr. M. S. Sassoon; from Colombo, Lieut. Bridges, from Singapore, Mr. S. B. Terry, Miss Sofia Kiriachidis, Messrs. Gutierrez and Dalio: for Shanghai, from London, Misses Michie and Mowart, Mrs. Rawcliffe, Mr. Russell, Mr. and Mrs. T. Vale, Messrs. R. W. Kennett, C. H. Judd, R. N. Lewis, F. Traub, W. E. Hampson, Miss Haston, and Rev. A. Weir; from Marseilles, Messrs. Miches, Harry Lawson, Goertz, and Horner; from Penang, Mr. and Mrs. Pike; from Singapore, Mr. J. S. Ker; for Yokohama, from Aden, Misses Hare and M. C. Hare; from Bombay, Mr. A. G. Hudson; from Colombo, General and Mrs. C. E. McVittie, and Mr. Collins.

Per *Bayern*, from Bremen, &c., Mr. and Mrs. Myhre, Mrs. N. A. Siebs, Miss E. Siebs, Mr. Wegener, Mr. D. H. Hadley, Miss H. Machin, Messrs. Wilh. Stang, W. Goetz, C. Schellenbach, Chang Bing, Li Fook Si, Wong Song, Geo. Moffat, Fr. Roetger, Mar Chung, Chi Tong, Cheong Kin, Lai Fook, Lim Tin and 317 Chinese.

Per *Kasuga Maru*, from Melbourne, &c., for Hongkong, Mr. C. W. de Berigny, Mrs. E. Robinson and infant, Miss Wilson, Miss M. Wilson, Mr. J. J. Francis, Mrs. and Miss Torrance, Messrs. Godman, C. B. Godman, F. N. Jewell, J. F. N. Bartlett, Major Sawyer, Mr. and Mrs. Clark, Mr. and Mrs. E. Barrand, Mr. and Mrs. Reyer and child, Mr. Wm. Gough.

Mrs. Hamilton, Miss Gough, Messrs. Hesketh and N. Inaye; for Japan, Mr. S. Sudzuki and Miss Y. Ito.

DEPARTED.

Per *Coromandel*, from Hongkong, for Singapore, Messrs. C. F. Williams, B. Trajen, S. Z. Akamatsu, M. Kelly, and C. J. Demée; for Bombay, Messrs. J. J. Tavaría, D. B. Kavarona, and C. M. Camroodin; for Marseilles, Messrs. H. Barreth and J. Orman; for London, Rev. W. G. Browne, Mr. and Mrs. Moir, and Mr. T. Marsland; from Yokohama, for Singapore, Lieut. W. W. H. Lee; for Bombay, Major G. O. Coater; for London via Marseilles, Mr. J. E. L. Tatham; for London, Messrs. H. R. Stockman, Arthur Jackson, Miss Wilson, Mr. E. T. Thomas, Private E. J. Potter, Messrs. R. J. Gill and E. R. Thomas; from Shanghai, for London, Messrs. Po Jun and Kue Tung.

Per *Chusan*, from Hongkong, for Shanghai, Mrs. Hillman and child, Lieut. H. E. Hillman, Mrs. Ritchie and 2 children, Mr. and Mrs. C. Jorge, Messrs. E. Savauret, A. Becher, N. Moller, W. Wright, F. W. Newson, Miss Looker, Capt. Wentworth Erok, Mr. Morris, A. G. Wood, Mrs. P. A. da Roza, Revs. F. R. J. Lobo and E. Jorde, Messrs. C. Carveth, C. Wirth, and Emil, Miss Wickham, Mr. Orphanides, Mr. Duviensart, Mrs. Guislain, Messrs. Melgaart, Clark, and Baume.

Per *Rosetta*, from Hongkong, for Nagasaki, Mr. A. W. Davis, Mr. Ng Pak Cho, Mrs. Matsui, and Mr. J. Anderson; for Kobe, Mr. H. A. Ritchie, Major E. C. Hare, and Mr. Bezaure; for Yokohama, Mr. C. S. Wier Inspector Moffatt, Mrs. F. Kingsell, and Mrs. Chusan; for Yokohama, from Bombay, Mr. A. G. Hudson; from Aden, Misses Hare and M. C. Hare; from Colombo, General and Mrs. E. C. Vittie, and Mr. A. Collins.

Per *Bayern*, for Shanghai, from Bremen, Mrs. Neclassen, Mrs. H. Fink and children, Messrs. J. E. Jensen, H. Beuss, J. Jacob, Misses M. Wild and K. Pedersen; from Antwerp, Messrs. H. Gerard, H. Pirotte, and C. Luidorff; from Southampton, Mr. F. Symons, Rev. F. C. Intyre, Rev. and Mrs. F. C. Robinson, Misses Robinson (3), Misses Macfarlane, Renant, and Sifton, Mr. A. McPhail, Mr. and Mrs. C. Hodgson, Mr. and Mrs. A. H. Jacques, Rev. S. Emmons, Misses E. Ward, Cartwright, M. Walmsley, Cooper, Soper, and Reddin, Mr. and Mrs. McFarlane, Miss Thomas, Mr. and Mrs. Mibunn, Misses Carlye, Carver, Lundell, and Widgery, Messrs. Cooper and family, Dymond and family, Truemann and family, Misses E. Sayle, Muriri, Jurdin, and Hamblin, Mr. L. Stockwall, Mrs. Harris, Messrs. G. A. van Carbach, J. Kullmann, Rev. F. T. Shipway, Mr. Pearce, and Mrs. Bauld and child; from Genoa, Dr. R. L. Jack, Mr. E. Ruhstrat and family, Messrs. A. Schuchard and von Bose, Mrs. Bauer and children, Messrs. Ludemann and E. Grossmann, Messrs. R. Otto, H. Bicker, and Fr. Loesch, Misses M. Valagussa, J. Colombo, G. Calcagno, A. Capra, C. Famason, Messrs. E. Woetmann, J. Huber, F. Woukhkum, E. Regler, and H. Vehlber; from Colombo, Mr. and Mrs. Perides, and Mr. Izavelas; from Singapore, Mr. F. H. Harris; from Hongkong, Messrs. V. G. Vene, A. von Stockhausen, O. Lenke, L. G. Silva, J. A. Ferras, Mrs. Prentice, Miss M. Law, Mr. and Mrs. H. Sampson, Mr. and Mrs. J. Rothmann, Mr. and Mrs. G. Lee, Mr. and Mrs. J. F. Goquet, Mrs. E. Gold, Messrs. S. Norza, Sola, Mutto, Melocche, J. Jones, F. Palmer, J. B. Hawkins, F. Watson, and W. Nemmerfel.

Per *Hohenzollern*, for Yokohama, from Bremen, Miss Grage; from Southampton, Miss Mair; from Genoa, Dr. and Mrs. M. Lehmann; from Hongkong, Mr. F. Eckhoff; for Hiogo, from Genoa, Mr. and Mrs. Clement, and Miss E. Bodecker.

Per *Nippon Maru*, for Shanghai, Messrs. A. H. Briddes, K. U. Sz, W. i. Gresson, H. Silvester, K. Kagami, and Mrs. Timdolin; for Nagasaki, Mr. A. Loureiro; for Kobe, Mr. W. F. Wenyon; for Yokohama, Messrs. T. Miyasaki, P. Hattori, and Siu Sing; for San Francisco, Messrs. Geo. Scott, F. H. Hilbert, Mrs. K. Piver, Miss Gladys Piver, Messrs. H. B. Keudrich, F. W. Weber, and Mrs. F. E. Johnson; for London, Miss M. Torrance, and Mrs. H. G. Torrance.